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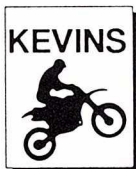
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68 PAGES

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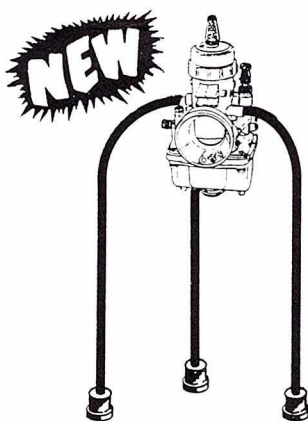


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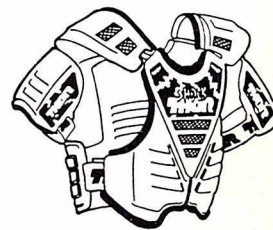
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TRAIL RIDER

M A G A Z I N E

May 1991
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May 17, 1991

On the cover: Bob Dana, wearing the latest in high-tech winter riding gear, thumps through a water crossing in the snowless Snow Run. Mr. Dana's outfit is part of the Jerry Shinnars design collection, available at any Goodwill store in the U.S. (photo by Mike Snyder)



It wasn't quite frozen this year. (Ann Bauer photo)

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Warning: Off-road riding is a fun sport that carries with it a few unfortunate hazards. One obvious hazard is the chance of getting flung off the back of a bike traveling at high speeds. This is bad, but not as bad as being flung over the bars at high speeds. You can also be flung off of either side of a bike without trying very hard, so think about that when you ride. This is #1 in an infinite series, next month we'll look at hitting things real hard

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THE FINAL STEP UP



LAST OVER

CIRCLE TRAIL

By Paul Clipper

Tony's pickup truck stopped in the middle of the narrow dirt road, and Stan climbed out the passenger side. "Go right in here," said Tony, "right in where the ribbon comes off that fire cut."

Tony cut the engine and got out, just to make sure Stan got started in the right direction. "See where those two ribbons are in there?" he asked, pointing into the thick woods.

"Yeah, I see them. How far in did you ribbon?" said Stan.

"Well, that's the thing. The woods are so thick here that I only put in three ribbons close together to show the general direction. Believe me, you wouldn't be able to ribbon this without cutting it along the way."

Stan squinted into the woods, then looked both directions down the road. "That's okay, but how are we going to be able to hook the trails together? Neither one of us has a compass."

"Yeah, but it's not that far to cut. We really need only a half-mile of trail through here to link together my section and Bill's section." Tony walked down the fire cut a few feet and scanned the woods. "You can go in from here, I'll cut from the other end, and we'll both yell back and forth and just head towards each other's voice, okay?"

"You sure we'll be able to hear each other?"

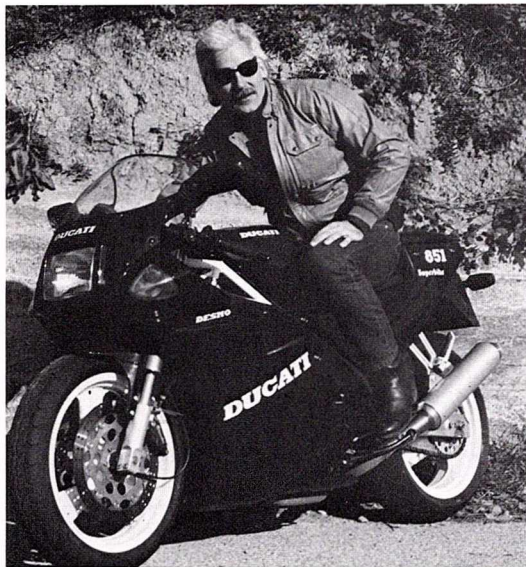
"As quiet as it is out here? No problem."

Tony got back into the truck and headed down the road. About a mile down he'd turn the corner and come up another woods road, to the spot he'd already picked out the week before. Both Tony and Stan were working on their club's enduro trail, and to link two different sections together they had to get permission to cut through the corner of a big triangle of thick woods. The landowner, an avid hunter, had no objections at all; actually he welcomed the chance to have a path cut through his land.

The way he saw it, it would give the deer a trail to follow if they had a hankering to come in and see what was happening in his particular patch of woods. As it was now, the undergrowth was so thick that the landowner swore there were no deer *in there*, since there was no way for them to squeeze in. The whole concept sounded a little shaky to Tony, but all he was concerned with was the trail. What the landowner did during hunting season was his business.

Still, Tony figured that he and Stan had to be at least a little careful. He could only afford to add eight tenths of a mile through here, nine tops. He was kicking himself in the behind for

not bringing a compass, but at the same time he wasn't convinced that it would have helped them much. It doesn't pay to follow a compass needle a certain direction all day, when you're not really sure where the other trailhead is. He'd decided on using the "sonar" method of trail building—every now and then each guy hollers, and they follow the noise until they meet up. For such a short distance, it shouldn't be a problem.



When he arrived at his starting point Tony backed the truck into the woods and pulled out his tools. A machete, fresh from the army surplus store, a big pair of limb pruners from the shed, and a nice fold-up pruning saw, courtesy of his neighbor, "who probably won't even notice they're gone!" he chuckled to himself.

Keeping the road perpendicular to his new path, Tony cut until he was out of sight of the truck. Then, he looked up at the sun and recalculated his angle into the dense woods. It was thick cutting, but it was going much faster than he thought it would. "Yo Stan!" he yelled, deep into the trees.

"To—nee!" he heard come back, an awful lot fainter than he would have believed. *Wow! I guess it is a ways back there.* he thought to himself, as he got back down to serious trail cutting. He wielded the machete like an actor in a cheap jungle movie, visions of too many Saturday afternoons of old Tarzan movies rattling in his head. The brush here was mostly brambles and multiflora rose bushes, those nasty, thick things covered with thorns. He was wishing he'd brought a gas-powered hedge trimmer when he saw a more open way around the worst of it.

He found out it wasn't all that open, once he got into it, but it was easier cutting, at least. Looking back on what he'd cut, he figured he was making a big loop and then coming back

to line on the other side of the thickest stuff. "Yo Stan!" he hollered. "Yo Tony!" he heard back, a little closer this time.

They went on like that for two or three hours, and made quite a bit of progress. Tony noticed Stan's voice getting closer and closer, but they still weren't within sight of each other. *Small wonder,* thought Tony, *even in the middle of the woods this undergrowth is so thick I can't see ten feet.*

They cut through lunch and into the afternoon, all the while Tony thinking Stan was just around the next bush. Finally, he decided to call it quits. "Yo Stan! Head back to the road! I'll come get you!" "Okay!" he heard back.

The walk back to the truck took a lot less time than he thought it would, and it was disappointing to Tony. "Didn't take much time to come back out, did it?" he asked Stan when he picked him up.

"Nope. Looks like we'll have to come back next week and finish it," said Stan.

"Yeah, shoot! I thought sure we'd get it done today."

The next Sunday they met at the same time, and cut from the same directions. Tony brought his compass but he couldn't make head nor tail of it. Not knowing exactly where Stan started, he had no idea which way to point. He only found out from the compass that he was heading southwest.

So they both kept cutting, and when they didn't meet up that day they resolved to come back the next week and attack it with renewed gusto. That third Sunday they finally closed the trails together.

After the enduro everybody was excited. "What'd you think of that new section?" guys were asking each other. "It was so tight in there that I could hear other riders going by, but I'll be darned if I could see them!"

"Yeah, there were these briar bushes in there that were so thick it looked like somebody dumped a county full of barbed wire in there! I got out of shape in one spot and just about took all the skin off my side in that stuff. Haw haw!"

When Tony and Stan were collecting cards afterward they got the same sort of feedback, since everybody knew they had cut a lot of the trail. "I don't know how you guys do it!" one of the riders told them, "I thought you'd just be running through that new piece just to hook into that old section of trail behind the abandoned farm. I figured there'd be maybe one or two possibles in there. But *ten miles*? I would have never thought you could fit that much trail in that little patch of woods!"

Tony and Stan just looked at each other and laughed it off, not caring too much about the briar scratches covering their faces and hands.

"Hey man, you just have to know the woods!" said Tony.

CLEAN-UP DAY

There may still be time to come out for the Burlington County Federation of Sportsmen's Club's annual clean-up. The East Coast Enduro Association participates in it every year, and so far we've brought them the most volunteers every year we've participate. We'd like to bring out 300 enduro riders this year. It will only take about half a day—or more if you can spare it—and it happens on Saturday, April 28. The meeting place is at the Atsion Ranger Station on Route 206 in Atsion, NJ. Starting time is 9:00 A.M., rain or shine.

This is the best thing we can do to help our political situation in New Jersey, so come on out and help us pick up some beer bottles.

TRAIL SYSTEM UPDATE

The NETRA Newsletter this month congratulated NETRA member Phil Black, and we'd like to do the same. Phil has been doing a lot of riding and trail scouting, and along the way he's updated and revised the route sheets for five of the NETRA Trail System rides. He has done the Central Berkshire Loop in Massachusetts—no easy feat, since the ride is 120 miles long; the Tri-State Loop (featured in past issues of *TR*); the Tully Trail Ride; and the Borderline Loop. When he was done in Massachusetts, Phil went down to Connecticut and rode the Pachaug Loop and revised the route sheet. This represents quite a bit of work, and NETRA riders owe Phil a big thank you!

All the trails mentioned are route-sheeted trail rides available to NETRA members through the NETRA Administrator's office. After you've joined, call and ask for a list of available route sheets and pick one out and ride it. They charge \$1.50 for the route sheet to help cover expenses. We've had stories in the past on the Borderline Loop (October 1988) and the Pachaug Trail (May 1989), and that Central Berkshire Loop looks pretty appealing to us! Just remember—you need a street-legal bike and the quietest muffler you can find.

POSITIVE MEETING

New Jersey doesn't have a trail system, so to speak, but it does have a vast network of enduro trails, spanning the last 50 years. Recently, *Trail Rider* had the pleasure of attending a meeting between the State of New Jersey's DEP/Division of Parks and Forestry and representatives of the South Jersey enduro clubs. Thomas J. Pograncy, the Assistant Regional Superintendent chaired the meeting, which actually turned out to be quite positive. At the opening of the meeting Pograncy admitted that "Our job is recreation, not only preservation."

The most important part of the meeting, to us, was the confirmation that enduros in the

state of New Jersey are, so far, not a threatened activity. The State Forest Service sees enduro riding as another legitimate activity, and see no reason to restrict it any further, although they requested that we comply to a number of rules and requests.

First, we have to make sure that riders in the enduros are complying with enduro rules, meaning they must be legal and carrying paperwork at all times—registration, motorcycle driver's license, and insurance I.D. card. Secondly, spark arrestors are absolutely mandatory, and ways to check and enforce this were discussed. The clean-up procedure after an event was also a covered topic, as well as permit requirements for the event.

Basically it was a reminder to do all the things we're supposed to be doing, and it was a good time to get to meet the people on the other side of the paperwork and look at their side of the story. It was a positive meeting for all, and we should start this season with a good relationship with the State Forest people.

AND WHAT OF THE TRAILS?

One thing we all know, but you may not be aware of is the plain fact that other than two marked and designated pedestrian only trails, New Jersey has no multiple-use trails to speak of. A "multiple-use" trail would, naturally, include equestrian users, motorcycles, ATVs, hikers, mountain bikers, dogsled teams and what have you. There are no trails designated as such in the state, but if the National Recreational Trails Act passes the House and Senate, it would be a good opportunity for some enterprising person to submit a proposal to the state to open

up some of the suitable enduro trails to multiple use. What would make it all worthwhile is the plain fact that the federal government would then accept grant applications for such projects, which means more money for the state. That's only if the Act passes; if not, we're still in the Dark Ages. Call your state representatives and tell them you would like to see their support of the National Recreational Trails Fund Act. Just one more phone call might do it.



WOMEN'S CLASS

Somehow, when we were doing the ECEA awards story last month, the photo of the Women's Class winners fell through the cracks and didn't appear with the article. Sharp-eyed readers will even notice that there was a space for a photo, but nothing happened. Ah well, blame it on the computer. At any rate, here is the missing photo, with class winner Kathi Campbell on the right and second-place finisher Linda Luhn on the left. Congratulations to them both; they did a heck of a job.

OPEN HOUSE

Griffin Vehicle Service called to tell us they'd be having their annual open house in conjunction with the Pine Barons' enduro this year, that being Saturday, May 4. GVS is a KTM/ATK dealer down here in Chatsworth, right on the way to the Pine Barons' event, and at the Open House you can expect special prices on everything in stock, free hot dogs, beverages, and manufacturer's reps to answer your questions about their products. Griffin does an incredible business out here in the woods, you can see why when you stop by his shop. Look for the map in his ad, and we'll see you out there!

LEON AND MALCOLM

Next month we'll all be gathering at the Leon Dube Memorial Trail Ride in New Hampshire for the annual rites, and this year the event is a two-day, in celebration of the event's ten-year anniversary. There will be roughly 100 miles a day of riding on Saturday and Sunday, and hopefully the trail will be a little tougher

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	Route 7, Box 459 Morgantown, WV 26505 (304)594-1157
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	North Carolina H.S. Series P.O. Box 338 Fayetteville, NC 28302 (919)867-5219
Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Potomac Motocross P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	New York Hare Scrambles Series (315)682-8017
Racer Productions (AMA GNCC Series)	District 4 Enduro Comm. (NY) 568 Whittier Road Spencerport, NY 14559 (716)594-0384
	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896

WHAT'S ON

May

5/5 ECEA Pine Barons Enduro
New Gretna, NJ
5/5 AMA National Enduro
Union, SC (803)269-5501
5/11-12 WinterPlace 100 GNCC
Beckley, WV
5/12 NETRA Hurricane Mountain H.S.
North Conway, NH
5/12 ECEA Ridge Run Enduro
Stanhope, NJ
5/12 New York State H.S.
Sauquoit Valley, NY (315)839-5637
5/18 NETRA Boneyard Jr. Enduro
Meriden, CT
5/19 NETRA Gnarly Dude Turkey Run
Exeter, RI
5/19 Enduro/Trail Riding School
Meriden, CT
5/26 ECEA Reading Enduro
New Philadelphia, PA
5/26 New York State H.S.
Thunder Ridge, S. Edmeston, NY

than it was last year. At the same time, a two-day dual sport event will be happening; which is a great way to tour the scenic back roads of southern New Hampshire.

The Leon Dube event will have a special guest this year, as Malcolm Smith will come to talk at the banquet, ride the event, and generally hang out with the rest of us. If you've never met Malcolm, star of *On Any Sunday*, winner of many events, and originator of one of the most successful motorcycle product lines in history, well, here's your chance to go riding with him.


For more information, contact the Cystic Fibrosis Foundation, 311 Hanover Street, Manchester NH 03104, (603)669-8682.

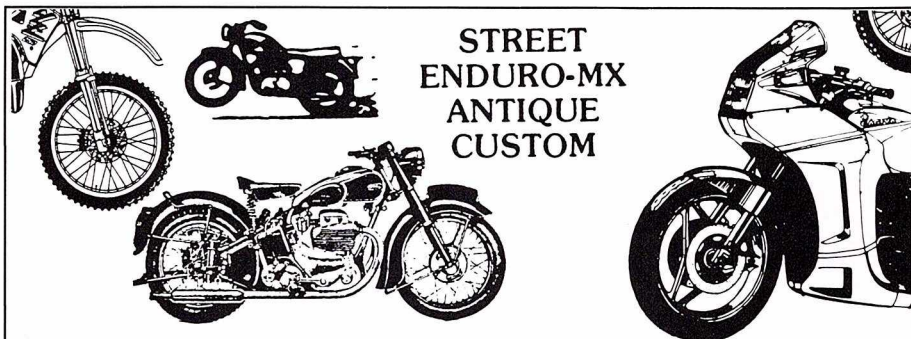
National events?

You want national events? Close by, at Poto-mac MX in Budds Creek, Maryland, May 18 and 19 will see the running of a AMA National Pro-Challenge MX, with luminaries such as Ron Lechien, Ron Tichenor, and Doug DuBach duking it out for part of the \$7500 purse they'll be giving away. All the racers will be coming from the Meadowlands Supercross, so they'll be hot and ready to fly.

And, if you're interested in getting some racing in yourself, at 11:00 on Sunday Budds Creek will be hosting a hare scrambles, right before the National main at 1:00. Sounds like a hot weekend; for more info, call (301)475-2000.

PINE HILL CORRECTION

We made a mistake! The entry fee for the Pine Hill enduro is \$25, pre- or post-entry, not \$22/\$25 as we printed in Pine Hill's ad last month. Also, the body copy stated the start time as 9:00 A.M., which is wrong. It is right at the top of the ad—8:00 A.M., rather than 9:00. We're sorry for any trouble this may cause, and hope nobody turns up late for their start. 



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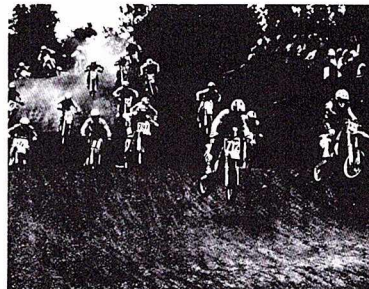
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SUZUKI BUCKS

Suzuki recently posted their contingency programs for 1991 (in *Cycle News*), and it looks like DR and RMX riders on the east coast have a little more incentive to do well. RMX contingencies will be paid at the GNCC series races, ECEA enduros, and NETRA enduros; as well as SETRA enduros and hare scrambles, Florida Trail Riders' events, and the National Reliability Trials series. Other western events will also be covered.

The DR contingency program covers the GNCC, SETRA enduros, AMA National Reliability Trials, and the Texas Enduro Series. Yes, we flipped the paper over a few times, but couldn't find anything else. Maybe Suzuki saw all those Hondas in the NETRA and ECEA results columns and decided to play possum!

The payoff varies, but it runs between \$200 and \$300 for a first in class, and pays down to fifth place. Payment is in certificates, and how your dealer redeems them is up to you and him. It's real important, though, that you check with your dealer about how to qualify and especially how to report your finishes, in order to guarantee payoff. Last season, a lot of guys didn't understand the reporting process and wound up losing some valuable credit.

CHEAPER PARTS

If you thought parts prices were too rich for KTMs, think again. Patti Higgins, of H&H in Douglasville, Georgia, was talking to us the other day and said that Selvaraj Narayana, KTM's National Parts Manager, and her got together a while back and did some research on specific parts prices, particularly items that were priced too high. The results? Around 300 separate KTM parts items have now been priced lower than what they were earlier this season. Now, don't go heading out to your KTM dealer demanding lower prices on everything you want; it just doesn't work that way. But be assured that a lot of basic KTM parts are now a few dollars cheaper, and keep that in mind when you're researching what new bike to buy.

ALLIGATOR NEWS

The much-lauded Alligator Enduro, the only enduro we know of that happens on a Thursday, was the talk of Bike Week in Daytona this year. It was hot, like 89 degrees, muggy, and packed with whoopedos and palmetto roots. Guys were dropping like flies, from what we've been told, and it sounded like serious abuse.

Canadian enduro champions Blair Sharpless took the overall win there, with ECEA's Kevin Bennett coming in second overall, and Kevin Hines finishing third. Next month, we're going to have a full report on the whole Daytona experience, penned and illustrated by *TR* roving reporter Jerry Bernardo. Grab hold of something, because this will be a pretty weird trip....

COLORADO TRAIL RIDES

Tracy Smith sent us one of his brochures to set us straight. Tracy runs Greater Colorado Trail Rides, Inc., and he's got one ride planned for this summer. It is a five day, five night tour throughout all the known and little known trail riding spots in Colorado, and it starts in Buena Vista and heads south to Oury, stopping in a different town each night, so you're not going to get bored. From what we saw when we rode there last year, there are no *bad* places to ride in that state, so it'll be great no matter where you go.

The cost for this trip is \$598. That price includes guides, first-class accommodations, use of a baggage/support vehicle, a final night banquet, and a GCTR t-shirt. You bring your own bike, which must have a license plate and liability insurance. Meals, personal expenses, beverages, and insurance are not provided; bikes can be rented from Moose Racing for \$500 for the week.

The ride is open to the first 26 people who sign up, so it's going to be a relatively small and manageable group. The dates are from August 12 through the 16th. This is *not* a ride for beginners. For more information, call Tracy at (303)693-2111 during the day, or (303)973-2363 at night.

BEARMEAT QUALIFIER

Got a flier from Alan Randt on the Michigan ISDE Qualifier. It happens at Trout Lake, Michigan, on May 18, and this is in the wild and woolly Upper Peninsula of Michigan, the closest place to the end of the earth you may find. The terrain up there is not all flat sand, but there's dirt and rocks and hills...and excellent riding.

Course information: two loops of 50 miles each day, less than one mile of pavement. Two terrain tests each loop, final MX for Letter of Intent riders on Sunday. The event is being Trail Bossed by Dick Burleson and Alan Randt, so it's going to be a Real Ride. For more info, call Alan at (517)393-6477.

Alan's also working on a new route sheet holder he'll be manufacturing, and sent a sample of his latest product, which is a replaceable crossbar, so you can install all your timekeeping equipment on the crossbar, and then remove the bar and replace it with the stock bar when you just want to go trail riding. Call him at Enduro Engineering, (517)393-2421, for more information.

NEW TAIL LIGHT

Acerbis is making the perfect enduro tail light. It's made out of their unbreakable red tail light lens material and has two bulbs—one for the

tail, one for brake. It mounts with two screws, and looks like it'll work on any OEM fender, so you don't have to replace the stock fender on your MXer. It'll cost \$24.95 at your dealer.

STATISTICS

News from Discover Today's Motorcycling, a publicity arm of the Motorcycle Industry Council: the typical 1990 motorcycle rider is male, has attended collage, is 32 and a half years old, is married, and makes about \$33,200 a year. How do the rest of us get a raise now?

SUMMERS IS SMOKIN'

Scott Summers, the Honda XR thumper pilot that wrapped up the National Hare Scrambles series last season is already off on a charge again. The first national this year was in Rockne, Texas, and Summers drove his big XR600 to a 32 second lead over second place. This man redefines the term "traction." Second place went to Terry Cunningham, who also seems to be getting a good start this year. Third went to Ed Lojak, riding an ATK for the first time.

The next weekend, the GNCC season started in fine feather, with Summers once again taking a win, this time with a five-minute lead on the rest of the world, or so we've heard. The race course in Shelby, North Carolina, was tight and plagued with bottlenecks, according to Tommy Norton, who went down to do some damage and wound up doing damage to himself, doing no better than fourth in the A125 class. Terry Cunningham once again finished second—could this be a comeback for the former AMA National Enduro Champ? KTM's newest rider, Jeff Russell, finished third in his best KTM ride to date. But it got better for Jeff....

At the Louisiana National Enduro, the second in the series, Russell put it together to take the overall win...I think this is only his second or third national enduro win. New York flash Steve Hatch was second overall, a great performance for the ISDE veteran, and we can probably look for Steve to gather more laurels this year. Kevin Hines wasn't back in town by the time we wrote this, so we have no more details, although he finished down in sixth or something. We'll know more next issue.

STOP AT THE TOP

After being troubled by recurring wrist injuries the past two seasons, Ricky Johnson decided to hang up his helmet. The former National Champion and Supercross Champion had only two more wins to go to tie Bob Hannah's record of 64 national wins, but fear of not being 100% made him come to his regretful decision. We say Good for him! It's better to go out in a blaze of glory than just fade away. Good luck in the future, Rick.



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Entry Fee: \$22 pre-entry, \$25 post-entry. Make checks payable to R.O.R.R. Inc., mail to P.O. Box 8441, Reading PA 19603. **We cannot accept riders under the age of 18.** You will be required to sign a "statement of responsibility" the day of the event. Fill out a return address label at the start for results.

Starting Position: Will be determined by a drawing on May 16, 1991. Entries received after drawing will be treated as post entries. Absolutely no phone entries accepted.

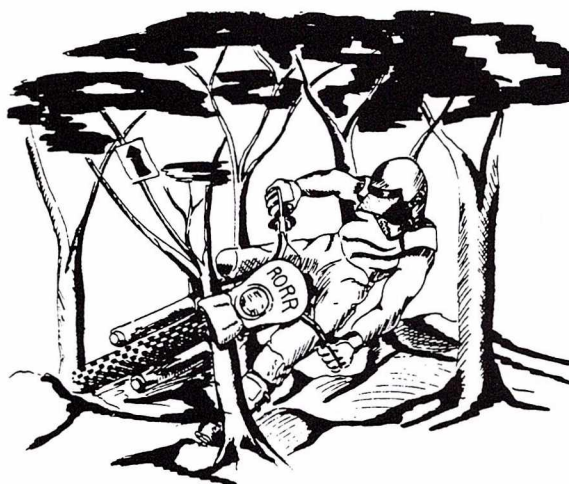
Requirements: All riders must have a valid motorcycle operator's license. All bikes must have a license plate and a firmly attached spark arrestor, headlight and tail light. All entrants must have a valid AMA card and an ECEA enduro license. The ECEA license may be obtained the day **before** the enduro **only**. There is no fee for this test.

There will be a tech inspection Saturday 6—8 PM & Sunday 7 AM on—be prepared!

Sign Up: Open Saturday from Noon to 8:00PM and beginning at 6:30AM on Sunday. R.O.R.R. T-shirts available.

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Information: (215)562-2056, 5 PM to 10 PM Mon. thru Fri.



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Name _____ Age _____

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ECEA No. _____

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AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

☐ AA ☐ A ☐ B ☐ C

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☐ Four Stroke ☐ Women ☐ Veteran (30+)

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

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SORRY—NO RIDERS UNDER 18
Parent/Guardian Signature (sign in ink) _____

Notar _____

Commission Expires _____

SNOW RUN

Brown ground at the season opener

By Mike Snyder

Photos by Ann Bauer and Mike Snyder

West Stafford, CT 2/24

Tom Norton, defending NETRA Hare Scrambles Champion and overall winner of the Blackwater 100 last year, kept his KTM 125 pinned to take the overall in the opening round of this year's enduro series. Over 160 riders showed up to compete in the 38th annual Snow Run, making it the best attended Snow Run in many years. The event is organized by the Connecticut Ramblers M.C., and though there wasn't any snow to speak of, there was plenty of wintery weather to go around.

Norton stated after the event "I just picked up this bike, so I didn't have an odometer on it and my computer quit a little ways into the run. I didn't do too bad though, since I only burned one check by a minute."

"The course was very slippery," he said, when asked about the lack of snow, "and it casued some interesting moments in the ruts that formed out there. I glad I won today, becasue I'd like to carry that momentum with me into the GNCC series that starts



next month in North Carolina."

Husqvarna rider Kemp Stewart kept Norton honest as he dropped eight points, and defending NETRA Enduro Champion Russ Stearns, riding a KTM, finished third with a ten. Honda XR rider Kerry Clark rounded out the AA class, finishing with an 11 point loss.

Trail Boss Larry Pugrab said "Everything went off without a hitch. We used Brand-X rules, which kept the speed down on the roads, and we only had one casualty. That's not too bad, considering the icy conditions on the trails." Overall feedback was positive, with the organization as well as the course layout.

Having such a large turnout at what is usually considered the worst NETRA run to ride (let's face it, a day in freezing mud and snow isn't the most appealing thing in February), speaks well of what may happen in New England this season. Could this be the rebirth of enduro riding that we've all been hoping for? Be at the John Monahan Memorial Enduro on April 21st, and you can see for yourself!

Tommy Norton came out and took the overall win. Could he be interested in a dual championship this year? (Mike Snyder)

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There wasn't any snow this year, but it was plenty cold. The riding was just about perfect, but there was this one section of wet powerline to keep you honest! (Ann Bauer)



Sometimes the most you can do is just hang on to the bars and hope the engine pulls you out. Tim Safwell is about to lose a fight with gravity. (Mike Snyder)




Kemp Stewart had a good ride going, but a few minutes fighting with a mud hole cost him his finish. (Mike Snyder)




There wasn't even any snow in the parking area; everybody got to leave with dry feet this year! (Ann Bauer)

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ANY PLACE		9:32	40.8 24
* VERSION FOR ANY RIDER		9:33	41.2 24
* CHOICE OF AA		9:34	41.6 24
&		9:35	42.0 24
FACTORY RIDERS		9:36	42.4 24
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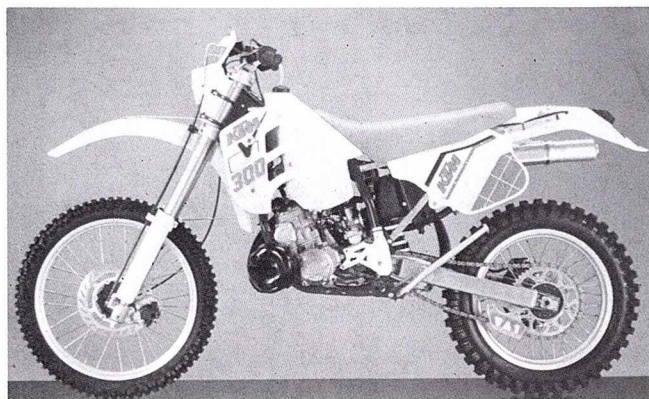


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NETRA Snow Run Class Results			
Tom Norton	6	2. Steve Antoniou	12
Overall High Point		3. Bill Dakai Jr.	13
Steve Vanasse	11	A Bantam	
High Point A		1. Dave Burnett	12
B. Ainsworth	13	2. Peter Ruggiero	12
High Point B		3. Eric White	13
R. Ackley	32	A Veteran	
High Point B		1. Tim Jonelis	12
AA		2. Max Parkes	15
1. Kemp Stewart	8	3. Tom Vella	18
2. Russ Stearns	10	A Senior	
3. Kerry Clark	11	1. Al Zitta	13
A Open		2. Irv Witkop	15
1. Fred Burnham	11	3. J. Randall	16
2. Eugene Sweetser	13	A Four Stroke	
3. Guy Hill	15	1. Jim Mitchell	12
A Light		2. Jeff Walker	15
1. Bob White	11	3. Bob Dana	18
		B Four Stroke	
		1. R. Fasoli	27
		2. D. Winans	28
		3. Tom Farley	29
		B Bantam	
		1. Jim Constantino	17
		2. P. Tanner	18
		3. Kevin Sobolesky	21
		B Light	
		1. R. Bogli	17
		2. D. Dussault	21
		3. C. Waitkun	23
		B Veteran	
		1. B. Poetzech	19
		2. S. Evans	23
		3. R. Billingslea	28
		B Senior	
		1. Bill Dakai	18
		2. Gary Circosta	23
		3. Nick Corwin	24
		Women	
		1. Diane Pavoni	58
		C Bantam	
		1. R. Okula	36
		2. S. Brown	40
		3. T. Dussault	44
		C Open	
		1. B. Sironen	35
		2. C. Filiault	37
		C Senior	
		1. D. Verdetta	48
		2. Ed Blum	49
		3. Al Ewald	57
		C Veteran	
		1. S. Smith	40
		2. L. Hooper	41
		3. G. Devera	42
		C Four Stroke	
		1. J. Ryan	43
		2. M. Hamilton	53
		3. R. Gikinney	63
		C Super Senior	
		1. T. Moores	38
		2. R. Freel	48



Sometimes horsepower is the only thing you need! John Donovan attacked the powerline and flew right through...of course, he got a little wet.



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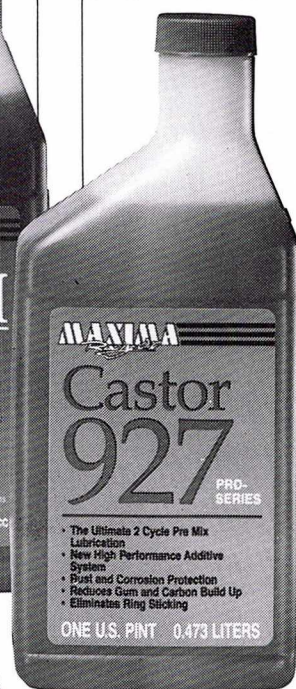
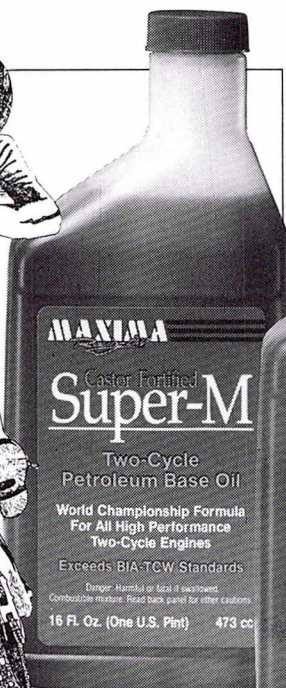


Ron Lechien

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500 & 250

2 Time Motocross de
Nations Champion

A.M.A. 125 National
Champion 1985

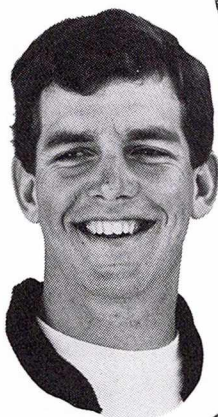


Dan Smith

5 Time A.M.A. National
Hare and Hound Champion

2 Time SCORE/BAJA
Champion

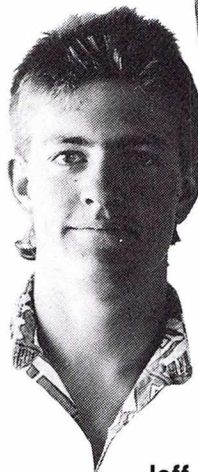
6 Time A.M.A. District 37
Desert Champion



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KTM 250E/XC

Passing judgment on the “standard” enduro bike

By the Trail Rider Staff

There was a time when us enduro riders were overwhelmed with different bikes to ride. In the late seventies we could ride Ossas, Bultacos, Puchs, Monarks, Suzukis, Hondas—both two- and four-stroke, Triumphs, Yamahas, Zundapps, Kawasakis, MZs, Maicos, Greeves, Hodakas, and Huskys and KTMs. Now we have only a fraction of these original models to choose from—say, the big four Japanese bikes, ATK, Husky (once again), and KTM.

There were standouts, throughout history, but there was one basic “rule” you could bank on: if you wanted the ultimate enduro bike, one that would stand the test of time, you only had two choices—Husky or KTM. It looked like these two would careen through history locked arm-in-arm, the yin and yang of off-road racing forever, and then Husky got into financial trouble and changed hands in the late eighties; and then there was nothing to lead the pack but KTM. Worse things could happen to you.

All those years, KTM had been putting together some of the most well thought-out machines available. We moved away from the “everything on board but the kitchen sink” days of the 1970s, and eased on through the “stripped-down MXer” stage in the '80s, when you had to buy headlights separately if you wanted them. Through it all, it was understood that if you were a super-serious enduro rider, you rode a serious enduro bike. And by the time 1988 had grown old and long at the tooth, the only *real* enduro bike left was KTM.

True, that now Husky is making a strong come back, and ATK is really starting to focus on the enduro market, but the point is that KTM has done an admirable job of holding on to the market for the past two decades. Their latest machines fairly bristle with technology unthinkable in the good old days, they're a new, radical color, and they're still race leaders across the country.

NEW AND IMPROVED

The bike we're testing here is the 1991 KTM 250 E/XC. The 250 KTM made a big stir last year when it was switched over to a right-side kick machine. Everything got changed; it was a brand-new engine. The engineering reason for the switch was to finally be able to improve the KTM shifting mechanism (moving the kick to the other side would give them more physical room for the shift mechanism), but the staunch loyalists in the riding community accused the KTM factory of turning the KTM into a Japanese clone machine, and turned up their noses.

Must be nice to know that so many people really *cared*, huh?

The changeover was good, though; and by the end of the 1990 season there were no E/XCs left in KTM's warehouses. The new shifting mechanism, if you were used to the old one, was brilliant. For once, you don't even feel the shifter on your foot—a giant step up from the notchy mechanism of the past. Unfortunately, the kick start mechanism wasn't as well thought-out, but in this 1991 machine it, too, is a brand-new, practically bulletproof design.

In no particular order, here's a list of most of the new features of the '91 250:

- Two-ring piston for better reliability
- Completely new powervalve for better power delivery
- Redesigned, stronger crankshaft
- New crankshaft bearings and seals
- Extra plate in clutch; new clutch friction material
- Stronger gearbox design

- New external rotor ignition
- Stronger plastic, new airbox
- Quieter exhaust, new packing material in silencer
- Completely new suspension linkage system and seals
- Re-valved, enduro-tuned suspension components
- Organic brake pads for better heat insulation

There's a lot more, but they're all small details that, although they make a big difference, aren't very interesting.

Things that work: the new shift mechanism, like we've said before, is great. Shifting is so smooth and light, you'll swear you're riding a Honda CR. Too bad they had to move the kicker over to the other side, though. Some of us retro-grouches still reach down with our left hands to flick out a kick lever that isn't there.

The new kick mechanism is welcome and confidence-inspiring. Last year's design really



KTM factory and local hero Jack Lafferty Jr. peels the 250's front end off a berm deep in the South Jersey woods. Tricks like this used to be frightening on a stock KTM, but this year's suspension is the best set of White Powers ever to come out of the Mattighofen factory.



The E/XC isn't certified EPA-legal like the T/XC, but the amount of noise coming out of this end of the bike is very low. Brakes worked great, shock worked good.

was a mess, until they fixed it; and then it was just a mess that didn't break. This year's kick-start-ratchet unit, when you examine it out of the engine, is a finely crafted piece of machinery that looks sturdier than Harley parts, and more



The 250 doesn't have the brute power of the 300, but there's still plenty of punch to get you through the woods.

than up to the job of getting the KTM engine firing. This kicker won't break, there's no doubt about that.

SMOOTH CONTENDER

All the engine changes work together to slow down the revs somewhat and enhance the basic low-end power of the 250 engine. The flywheel is a little heavier, the two-ring piston creates a little more drag, the crank is heavier, the bigger clutch is heavier. It makes the power more controllable, but it certainly doesn't slow the KTM down. Just like the accessory flywheel people have been telling us, when you add crank weight, you're adding *traction*, basically.

We didn't get much wheelspin with the KTM 250, we experienced more brutal acceleration instead. If you stay out of the powerband, and just ride the bike like a sane person, you're rewarded with smooth power and a non-tiring power delivery that is just plain fun to ride. Even

YOKOHAMA OFF-ROAD TIRES SUPER TERRAIN

TIRE TALK by Stio

Preparing your motorcycle for Spring? Examine tires closely. Some tires may have developed tiny little hairline cracks in the sidewall area. Sidewall cracks are generally regarded as cosmetic only and of no consequence. Examine your tires tread for oil damage, road injuries or embedded sharp objects. Deflate the tire on the rim so that you can flex the tread to determine if injuries or cracks are present. Should tread damage or deep groove cracks be present, the tire should be trashed. Reinflate to owners manual pressures. Tube type or tubeless tires that have been patched or plugged from last year should also be removed and discarded, even if they still hold air. Patches and plugs are temporary repairs only. Really, we are not trying to sell you anything here, simply to give you advice that is in your best interest. Do not use last years patched or plugged tires or tubes. Finally, under no conditions do we recommend installation of any liquid additives to motorcycle tubes or tires, for either balance or flat prevention.

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The KTM is a natural jumper; it feels very secure in the air.

though the stock gearing is about a tooth too tall—typical for just about every off-road bike these days—the KTM still delivers good low-end pulling power. Top speed is probably in the '70s.

The thing we were mainly impressed with, though, is the suspension...and it's been a long time since we actually praised a KTM's stock suspension. This bike was smooth on the choppy bits and sure-footed on woods trails. The first time we approached a log, we automatically braced ourselves for a hop...that

never came! The front end soaked it up, and rebounded just a little too quick, and then the back end took it and didn't blink. Wow! We stopped and checked the clickers on the front end: position number one on the compression, and one on the rebound. We bumped the rebound up to three and tried the same log again. Perfect!

The rear shock was set on #2 for compression and maybe #6 for rebound. When last we checked it, the compression was on #8, after we'd been fooling with it and experimenting blind for a day. Not too unusual, though. For trail riding you may want a high rebound setting to compliment the slower speeds and/or smoother terrain. The big point is that the suspension clickers actually *do* something, which is marvelous. For the first time, in maybe four years, this is one KTM suspension that we won't be sending out for a re-valve. We like it just the way it is.

With the rear spring preload set up to spec, which is about 90mm of sag, the front end tracks like a beagle on a wounded rabbit. Even with the stock Metzeler tires, which haven't been getting glowing reviews these days, riding on soft sand, we had few complaints. The tires hooked up well, the handling was excellent, and the ride was sure and confidence-inspiring.

We have to get this point across: for the first time in a few years, we're not complaining about stock White Power suspension units. Now, it may be that they need fiddling for the nasty, nasty rock enduros, but so far, this bike feels fine. And it's great to be able to say that.



The forks worked better than any KTM forks for the past two years, but very picky rock-hounds may have to revalve them.

WATCH THE DETAILS

KTM's switch to organic brake pads is a mixed blessing. What they *should* do is switch to a non-ventilated brake rotor. Nothing wears out brake pads faster than a slotted or drilled brake disc, and organic pads wear the fastest of all. As it is, the organic pads do keep the heat down, but you'll be lucky to get 100 miles out of a set in the spring mud. Most folks will switch to the sintered metal pads after these go south. We never had the rear brake boil the fluid, even

Drew Smith's

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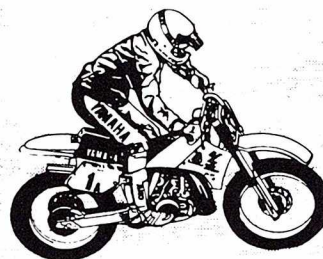
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though we have big, clumsy feet.

Starting usually took one kick. Two or three if it had been sitting in a cold garage for three weeks with a dry carb. These latest KTMs are really easy starters, thanks to an ignition design that produces maximum spark voltage at engine speeds as low as 200 rpm.

The exhaust note is very subdued on the 250 E/XC; it's not as quiet as the 300 T/XC that KTM is selling this year, but it's close. Unfortunately, they've used a huge muffler on the bike that doesn't have a spark arrestor, and the add-on spark arrestor adds a good five inches to the length of the pipe. We took it all off and tried one of the new Answer Sneaker spark arrestors and were very impressed. The Sneaker is lighter, more compact, easily as quiet, if not quieter, and has a built-in maintenance-free spark arrestor. Nice piece.

The seat/pegs relationship, controls, and er-

SPECIFICATIONS KTM 250 E/XC

Engine Type:	Liquid-cooled 2-stroke
Displacement:	248.6cc
Bore/Stroke:	67.5 X 69.5mm
Transmission:	Five-speed
Gearing:	14/52
Chain:	Regina o-ring
Tank Capacity:	12.5 liters (3.3 gal.)
Carburetion:	Keihin 37mm
Ignition:	SEM K11 CDI
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metz. All Cross 90/90X21
Rear Suspension:	WP/Pro-Lever
Suspension Travel:	340mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metz. All Cross 120/90X18
Seat Height:	945mm
Wheelbase:	1485mm
Ground Clearance:	386mm
Claimed Dry Weight:	224.8 lbs.
Suggested Retail Price:	\$4229

gonomics are all typical KTM. Real comfortable, easy to get used to. All the Magura controls worked fine, the wheels are excellent quality, seat is comfortable, and so on. If you can't get comfortable on a KTM, you must be deformed.

KTM has definitely watched the details this year. They noted everything that gathered complaints last year, put their heads together, and came up with solutions. There still may be situations where the stock machine needs alteration, but our impression has been overall excellent, and this is the first KTM 250 we've been really happy with since 1988. What a relief.

Maybe the best part of the 250 E/XC is the benefits you may be able to extract from your dealer and KTM America. As this is going to press, we've been notified that a new rider support program is making its debut at KTM dealers, and when you purchase a new 1991 250 E/XC you can apply for a Racer Support Package that will help to drive down the retail price of the bike. Check with your dealer for details, and let's go riding!

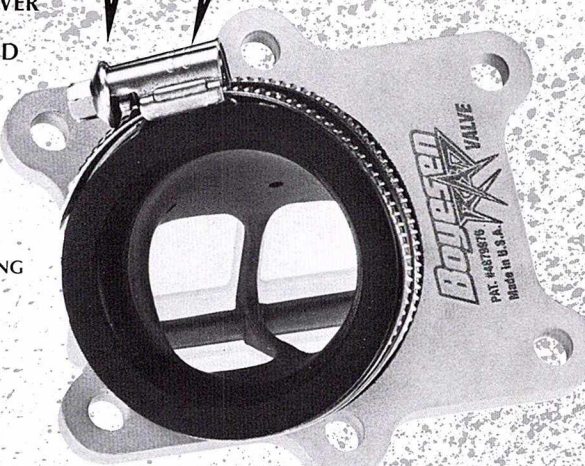


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ICO GUARDS

What's the use of buying a brand-new ICO enduro computer when you're taking a chance of blowing it to shreds when you ride? Yeah, that's right; most of the guys who wreck ICOs had them mounted to the cross bar, and they were the first thing that hit when they looped out. We've also seen them cleaned right off by rocks roosted up by the guy in front.

So what's a poor boy to do? Get an ICO Instrument Guard, or get a couple of them if you need them. ICO's new guards are cut out of tough aluminum alloy and fit the instruments like a second skin. There's a model to fit a single ICO unit (the clock, odometer, and computer are all the same size), and one to fit two units side-by-side. We tried the single-instrument piece, and while we didn't go all the way and throw the bike off a cliff, it was obvious that there was some valuable roost protection taking place.

It's especially valuable if you get passed often, like we do! The ICO unit simply bolts through the case, using its original mounting studs, and

the case uses sturdy U-brackets of its own to mount to the crossbar. If you have to change batteries, you can leave the case in place and just un-bolt the ICO. It's a great way to protect your investment.

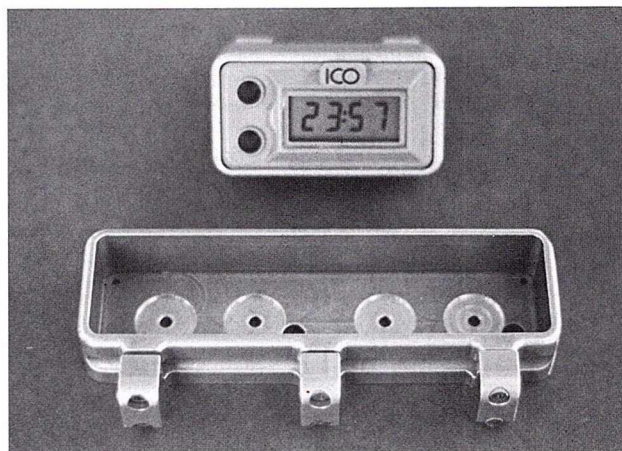
Price: \$42.95 single, \$59.95 double. **Company:** ICO Corporation, P.O. Box 430, Bayou LaCombe, LA 70445; (800)331-0470.

ANSWER SNEAKER

The U.S. Forest Service requires a spark arrestor when you ride in National Forests. The State of New Jersey requires a spark arrestor when you ride in ECEA enduros. The Connecticut DEP looks for a spark arrestor when you ride NETRA events in that state. You pretty much need a spark arrestor to even get on your bike, don't you?

Some bikes come stock with a spark arrestor, but it's no secret that you can trim weight and

sometimes pick up a performance gain by



switching to an aftermarket spark arrestor/muffler combination. It's all true, but you can also pick up a lot of noise if you just shop by price tag. Manufacturers are listening to our complaints and building quieter mufflers these days, and one of the latest new muffler/spark

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Photo By: Tom Webb, Dirt Rider Magazine

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"We've been making trail riders happy for 18 years!"

arrestor combinations is the Answer Sneaker.

The Sneaker is claimed to cut a couple of decibels off of nearly every other aftermarket silencer, and to do it without costing you a lot of horsepower. We figured we'd take up the challenge and tried out a Sneaker on our '91 KTM 250 test bike.

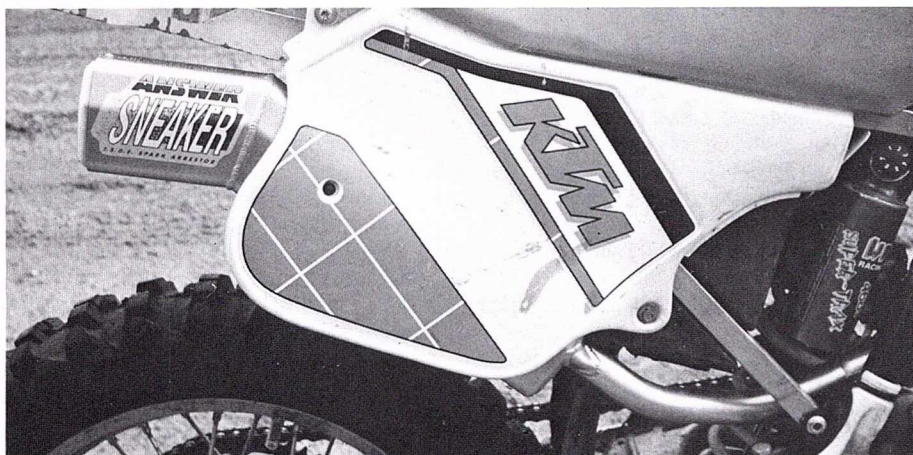
One thing they definitely accomplish is a drop in weight, at least compared to a stock KTM muffler with added-on spark arrestor tip. It feels like about a pound less, and a good five inches less length (added on to the KTM stock pipe when you bolt on the KTM/Cobra spark arrestor tip). The Sneaker uses one less mount as well.

Firing up and riding it, the Sneaker had a much lower and mellower note than stock, quite a bit quieter. We tested a 125 KTM a while

back with a sound meter, and found the Sneaker to be one db quieter at idle, over a stock silencer and an Answer S/A Pro; and at half-throttle, where the S/A Pro equaled the stocker at 115 db, the Sneaker registered a muted 112 db. If it had any effect on the power output of the 250 we tested, it was very slight. The top end punch may have been mellowed, but careful jetting would probably bring it back.

If you have to purchase a spark arrestor to be legal, this is the way to go. The Sneaker is much quieter, apparently lighter, good looking, and legal. Seems like the best of all worlds.

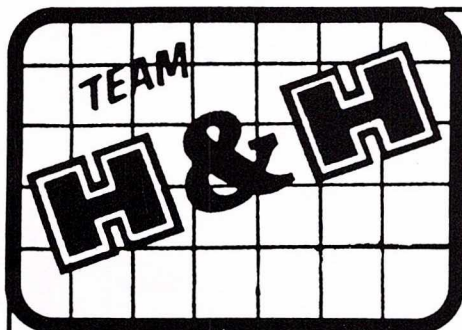
Price: \$139.95 and up. **Company:** Answer Products, 27460 Avenue Scott, Valencia CA 91355; (805)257-4011.



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CHAINS

How to keep them happy

By the Trail Rider Chain Gang

Thank heaven for o-ring chain, that's all I've got to say. Without it, we were living in the dark ages. It was a time when a quality chain cost you between \$25 and \$35, and it would only last one wet enduro. We worked and worried and slaved away at keeping them lubed, but conventional chains were always dragging on the ground by the noon stop, and it was a common sight to see guys stopped and adjusting their chain right after a mudhole.

Think about it: when was the last time you saw somebody adjusting his chain on the other side of a water crossing? When was the last time you saw somebody adjusting their chain along the trail?

Come to think of it, when was the last time you saw *anybody* adjust a chain?

Okay, so it's not quite that far gone yet; even o-ring chains wear out. Actually, the fast guys on 125cc machines still have all the headaches, because they've learned that o-ring chains really rob horsepower on a 125, no matter what anybody says. They still use conventional chain when they can get away with it, but when it's

going to be rainy, you can be sure they've got a hunk of o-ring chain that'll fit right on.

LUBE IT!

Okay, so you don't need as much maintenance with an o-ring chain, but you still need *some*. Basically, you need to lube it—yes, even an o-ring chain. Lubrication keeps the outside metal from corroding and keeps the o-rings nice and slippery, so they don't bind up, break and fall out. Most every over-the-counter lube these days is certified "safe" for o-ring chains, so you shouldn't have to worry about wrecking the rubber bits, but if you're at all concerned, check the label and see if it says "safe for o-ring chains" on it. If so, you're home free.

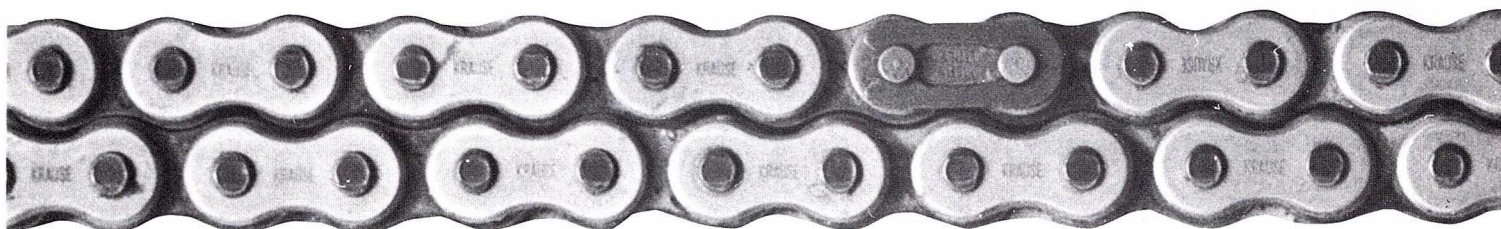
We don't want to get into recommending chain lube, since they're all effective, but when *Dirt Bike* tested chain lubes back in the early '80s, they found (or should I say 'we found') that Kal-Gard Chain Kote was about the best chain lube you could get—at least for conventional chains. O-rings really don't demand as much from a lube, so you're on your own. Lube your chain *right after* riding, while the chain is

warm, and it'll work best. Lubing it in the morning, while it's still cold is pretty much a waste of time.

If your chain's really dirty, like covered with mud, it's going to take a little care to clean it. Most books say you should scrub a dirty chain with a wire brush, but DO NOT do this with an o-ring chain. You can easily tear up the o-rings with a wire brush. Instead, brush it down with a nylon-bristle brush. If that won't do it, there's three other things you can do.

1. While you're washing the bike with the garden hose, run water on the chain and scrub it off with the brush or a sponge. Do not high-pressure wash the chain, or you'll force water inside the o-rings. When you're done, soak the chain down with a light solvent/oil like WD-40 (which is not a lube, in case you didn't know, and is the worst thing you can lube a chain with) to displace the water, then dry it and apply your favorite chain lube.

2. You can "dry clean" the chain, by soaking it down with WD-40 before you wash the bike, and clean the resulting solvent/mud combina-



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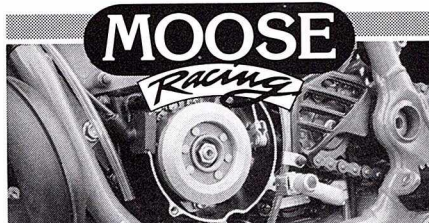
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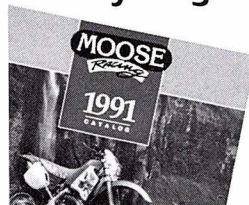
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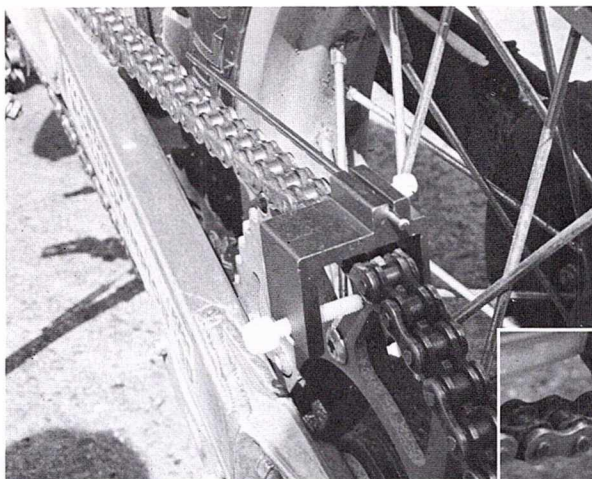
tion with rags, then lube the chain with the chain lube and wipe off the excess. When the chain lube is "set-up" or as dry as it gets, you can wash the bike with the hose (but try to keep from directly squirting the chain).

3. Take the chain off, as soon as you get home, and drop it in a pan of oil that you've drained out of your gearbox. We all have buckets and pans and milk bottles of this stuff laying around. Just let the chain soak in it all week, maybe coming along and scrubbing the chain with an old paint brush once. By the end of the week all the dirt will have soaked off and the chain will be clean and full of oil; now, you hang the chain up on a nail and let it drip dry for a few hours, then re-install it and spray on the lube. This is a great method for prolonging the life of a conventional chain.

ADJUST IT!

Getting the chain slack right is a real art. For the best results, don't go by what they say in the instruction manual, and pay no attention to stickers stuck to the frame. Prop the bike up on a stand, take the rear shock off, and pull up the rear wheel with a tie-down until the rear axle, the front sprocket, and the swingarm pivot are all in line. This is the point where your chain tension will be the tightest. With the rear wheel in this position, adjust the chain slack so you have about three-quarters to one inch of up and down "play" on the chain, and then tighten the adjusters. Put the shock back on, and then note how much play the chain has in a normal position. You don't want to ever get it any tighter than that.

The next most important adjustment is to make sure the front and rear sprockets are aligned. That's why your swingarm has those marks on either side. Well, as you've read be-



Motion Pro makes a great tool for checking your sprocket alignment. Just clamp it on and sight down the alignment rod.

The only easy way to shorten a chain is with a chain breaker. This one is sold by Motion Pro; a large variety of them are available.



fore, the marks are usually wrong. The tried and true method of alignment is to measure the distance, on center, between the rear axle and the swingarm pivot on both sides, and make sure it's the same. This works, but it does have some drawbacks, especially if you have to estimate where the center of each axle is.

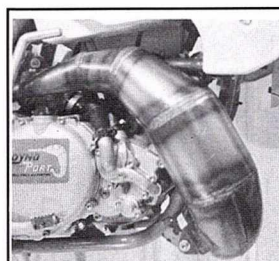
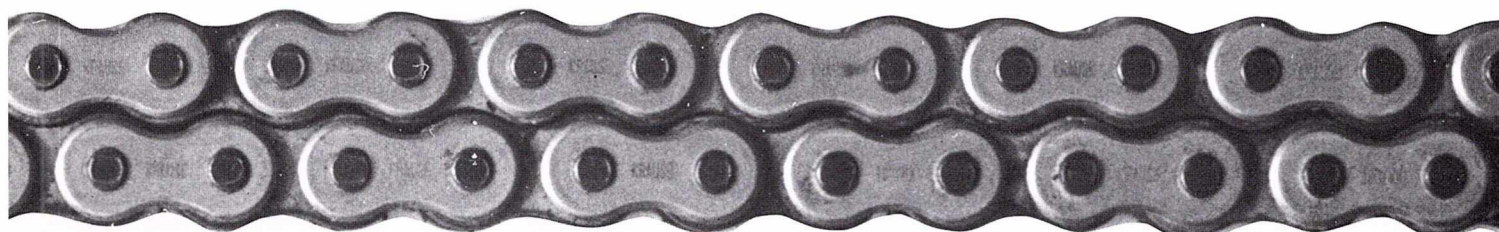
The best solution we've seen is a little device from Motion Pro ((415)368-6259) called the Chain Alignment Tool, of all things. This little device clamps onto the rear sprocket and gives you a pointer you can sight down to easily visually align the sprockets. This is the slickest thing we've seen in years, and really well worth a spot in your toolbox. With your sprockets aligned, you'll get the maximum life out of your chain and sprockets.

One other thing: don't let your chain rub the chain guide or guards. Letting it rub can accelerate wear on the side plates of the chain, can wear out the parts the chain is rubbing, and can

cause misalignment that will rapidly wear the sprockets. Bend tweaked guides back into position, or replace them.

REPLACE IT!

How do you know when chain is worn out? Easy. A worn out chain appears to be "longer" than a new chain—everybody says the chain has "stretched." It hasn't stretched. Actually, the holes and link pins have worn into an elongated shape, and the internal bushings are worn out. Since it's easily measured, a good rule of thumb is to replace your chain when it has "stretched" three percent of its total length,



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Sidelwinder makes a neat wear gauge called The Judge; it tells you when your chain is junk. You can also measure the chain.

The bike is cruddy, but the chain is lubed. Always lube your chain before you wash your bike—it'll last longer that way.

or about one-quarter inch per foot.

A new 520 chain has a 5/8-inch pitch; that is, the pins are 5/8-inch apart, on center. 16 pitches, or links, should measure 10 inches on a new chain. When you get a measurement of

10 7/32 inches over the same 16 links, it's time to replace the chain.

420 and 428 chain is 1/2-inch pitch, and 23 pitches equals 11 1/2 inches. When you start getting close to 11 3/4 inches, your chain is heading south. Krause Racing ((708)513-1000) has a neat little tool called "The

Judge," that is designed to read a length of chain the same way. You just stick The Judge between the links of the chain, and if it goes all the way through your chain is cooked. Fast and simple.

Experts have always said that you should replace your chain before the worn chain starts wearing your sprockets, and if you watch your chain stretch carefully you can actually do this. But, modern o-ring chains wear so slowly that you can fatigue and wear the sprockets out at practically the same rate as the chain—especially if you take care of the chain. Krause/Sidelwinder also has a neat feature on their sprockets, where you can flip them over and run them in the opposite direction if they get a little worn. This is of dubious value if the sprocket is toast, but it could come in handy in some situations.

If you really want to see what a worn sprocket looks like, take your used sprocket off your bike and bring it down to your dealer's and match it up with a brand-new one. The wear will be very easy to see.

And don't sweat it. Your chain and sprockets take an awful beating, and o-ring chains last about ten times longer than the old conventional chains. Keep it clean and well lubed, and adjusted just right, and you'll know in your heart that when your chain starts looking a little too slack, that you've gotten your money's worth out of it.




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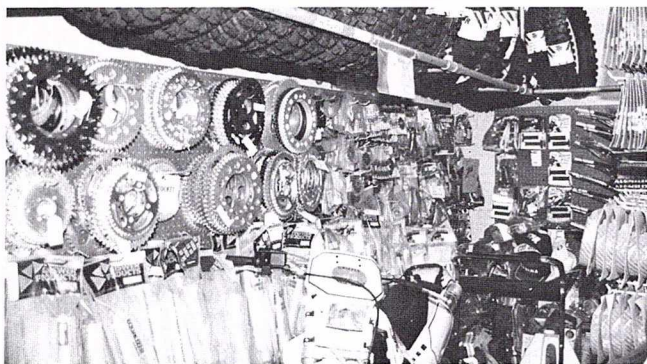
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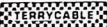
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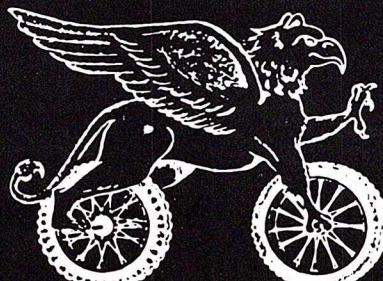
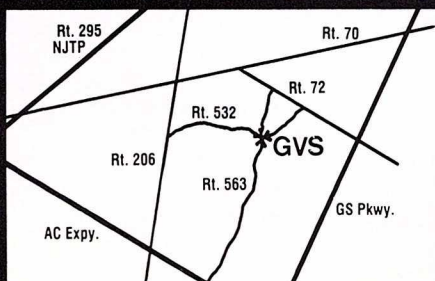
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FAVORITE RIDES, RIDERS, AND BIKES

Familiar faces, remembering the great rides of the past

By Dan Anderson and Paul Clipper

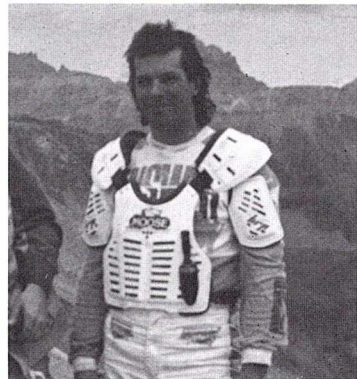
Clipper had a brilliant story idea. It doesn't happen often, but every now and then he comes up with a gem...at least, in his opinion. Talking on the phone to Dan Anderson, TR's Midwest Editor (probably by default), the idea was revealed and Dan immediately jumped on the phone, calling more than half the people you see here and picking their brains. Clipper called a couple more, and then we both put in our two cents, just for contrast.

The three questions were simple: What was your favorite ride? Who is your favorite riding partner? and What was your favorite bike of all time, for whatever reason. They're the kind of questions you mull over on a dull winter afternoon...and that's exactly how this got started!

PETE DENISON

Head Honcho at Moose Racing, Colorado resident, Intense Trailrider:

My favorite all-time ride started out as a simple trail ride after work. Me and three buddies went for a four-hour ride near our shop, in Colorado's Rampart Range Mountains. It had been drizzling all day, and the traction on the trails was absolutely perfect. Around here the soil doesn't go to mud when it gets wet, and I'd have to describe that ride as nearly a religious experience. The smell of the wet pine trees, the taste of the water that splashed on our faces as we rode through the trees... I think the four of us practically glowed for a week after that ride.



Pete Denison, high in the Rockies.

"As far as my favorite person to ride with, I'd have to say Malcolm Smith, for two reasons. First, he's an extremely good rider, and I learn a lot from him every time we ride together. The second is that he's just plain fun to be around. He'll lead you up the most impossible looking trail, make you try things you didn't think were possible, just to get to someplace so you can sit and look at the scenery. With Malcolm, getting there is half the fun, and the rest of the fun is being there with him.

"Of all the bikes I've owned or ridden, my '84 Husky 400WR is my favorite bike, no comparison. I've had other bikes that did 'this or that' better, but no bike ever gave me as much confidence as that one did. The way its engine and suspension worked together was so predictable that I could do things with it that I'd never try with any other bike, just because I had confidence in my ability when I was on it. Ask anybody who had one of those bikes...they'll get misty eyed talking about them."

MALCOLM SMITH

Star of "On Any Sunday," Owner of Malcolm Smith Motorcycles in Riverside, CA, Most Intense Trail Rider Alive:

That's a tough question. You remember the best trail rides because they're fairly recent. The ones that are most memorable to me are the

ones that were really difficult, tough, and miserable; the ones where everybody else was bitching about it! The one I remember most in the last four or five years was on the Colorado 500, the second day. Larry Roeseler, Fritz Kadlec, Pete Postel, Ray Mungenast and I...and I'm trying to remember everybody else who came with us, but I can't do it.

"It was a foggy, kind of misty day. We were up in the high country, at about 13,000 feet, and we were following a trail down Black Bear Pass into Telluride. Now, there's another old mining road that goes up into a high basin off this route, but there's a solid rock cliff on one side, a big iron gate, and then a solid rock cliff on the other side. There's no way you can get your motorcycle under, over or around the gate—period. I've tried for 13 years to get into this basin and never had yet.

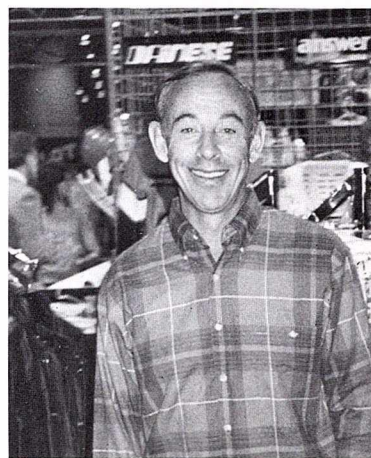
"Anyway, this day the gate was open. I saw it, stopped and told the group 'I'm going to take advantage of this. The gate's open, there's no signs. We're going in this basin.'" So we rode up, and I guess a mining company still has a claim up in there. There's a huge stamp mill, a structure about five stories tall. It still has an old steam engine in it, and all the milling equipment for the mines, and it's all in perfect shape because nobody gets up into this basin. You can see where the owners have been in with jeeps, but the roads we were riding on were grassy—over the knolls and meadows, across rivers and streams. I had seen this basin from an airplane, for about five or six trips, and I'd look down and think *some day I'm going to ride there*, and here I was, doing it.

"We finally got to the top of one of the real high peaks, and had a coasting race down the other side. It was on a fine-gravel scree slope, where you could stop if you got your brakes on hard enough, and Roeseler comes down it like he's in the Baja 1000 with the engine running!

"Then we went into Telluride, and then up to a friend of mine's cabin, Larry Raglan, who races Baja. He had told me about a trail that went over the pass there, so we started up this trail. It was really rainy, very difficult riding, with big rocks, roots, and very tight switchbacks; where you had to hit the wall and wheelie to get your bike around the switchback turn. Only four of us made it over—Larry, Pete, Fritz and I.

"We were way up high, in the fog, and every now and then the clouds would split and you'd see down into the valley. We had no idea where we were, had no maps, but we kept following this primitive trail, until we came out down in Silverton. By this time it was raining like mad, and we were all cold, so we went into one of those quick-market things and got some coffee and something to eat, and then we were off again.

"From there we got off into some country I had ridden about eight years ago. We got way up on top of a big peak, where we could look down and



Malcolm Smith, hard at work.

see a mining road that some of the other Colorado 500 riders were riding on. We dropped right off the face of that peak, way above treeline, so there's nothing to damage, just rocks on a steep slope. We were actually



Scott Summers, hare scrambles trouble.

"My favorite riding partner is Joel Smith, my son. He's 22 now, and he and I go riding a lot these days. We went out this past Sunday, and it took us three hours to go three miles! We dropped off the side of a mountain on an old trail, and I said 'I know this place, I've ridden here before!' But that was 13 years ago! It was no easy chore, but I like to go over things that not many people have done or would consider doing.

"My favorite bike of all time would have to be the old 400WR water-cooled Husky, before they turned it into a 430. Those bikes had a lot of torque, they weren't too heavy, they weren't temperamental...you ride one now, though, and you ride the new bikes, and they don't feel as good. I'm riding a new KTM 250 enduro bike now and it's a real good motorcycle. There's not any bad motorcycles out there any more."

TOM WHITE

Brother of Dan, Partner of White Brothers, All-Around Racer

My best trail ride was on the Sierra Safari Trail Ride a few years back. That year it started snowing just before the ride began, and there was just enough snow to make perfect traction. My brother Dan and I were near the front of the ride, and we got to ride for miles and miles with nothing but unblemished snow in front of us. It was like a dream.

"My most memorable riding 'partner' would be Goat Brekker, on another one of those Sierra Safari Trail Riders. Goat was having problems with his bike, and he'd fly past me then have to stop and work on his bike, and I'd pass him. We diced back and forth for the better part of the whole ride that way, and had a blast. Well, at least I did.

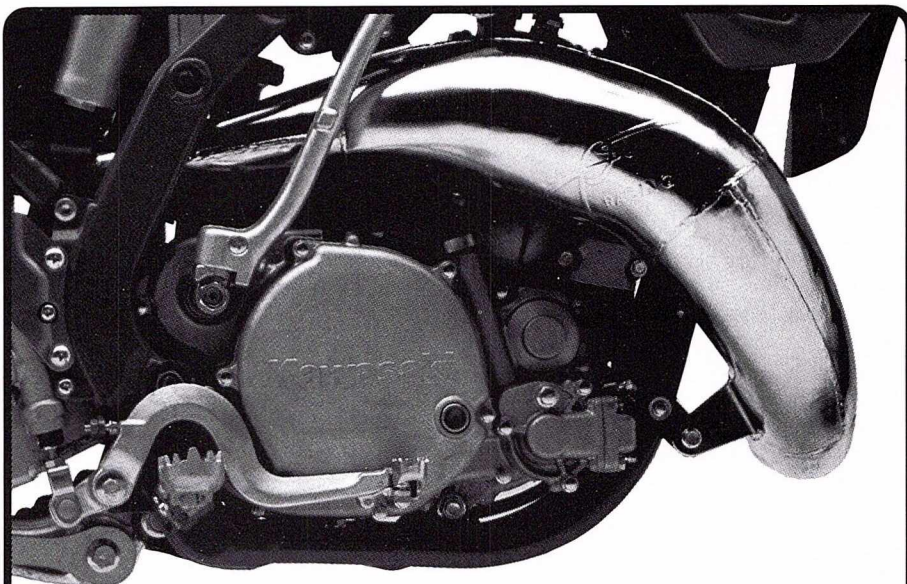
"My favorite bike would be the 1990 DR 350 Suzuki that we reworked into a DR441. It's the only 4-stroke I've ever ridden that has an engine and suspension on par with any conventional 2 stroke. It's just plain fun to ride."

SCOTT SUMMERS

1990 National Hare Scrambles Champion, 4-stroke lover, perpetual aggravation to 2-stroke riders everywhere:

I'm a little burnt out on trail riding because of all the racing I do, so my favorite 'ride' was a race. It was a new race held last summer on the National Cross Country Series at Winter Place, a ski resort in West Virginia. Riding on the ski runs was neat, and I really enjoyed racing there.

"I ride and race with a lot of great people, but there's one guy, a coal miner from eastern Kentucky, who's probably the nicest guy I've ever ridden with. His name is Carey Stump, and he works all week down in the mines to take care of his family (he's a great family man), then on weekends he heads out to race on the National circuit. He's always helping other guys get started riding or racing. He's a real asset to the dirt riding community. And he rides for 4-strokes, too.



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KEVIN HINES

Second Place 1990 National Enduro series, Mountainbike Racer, Incurable Fun Hog:

I would have to say that my favorite—or most memorable ride—has to be the Novemberkasan. I mean, it was difficult, and I didn't enjoy it at three o'clock in the morning, but I look back on it and realize I'll remember that race for as long as I live.

"The Novemberkasan is a Swedish tradition, and it's been going on for fifty or more years. It's a very difficult endurance-type event, and the length and location change every year. The year I rode it, it was the toughest event in the past 30 years, or at least that's what they said. We started at five p.m. on a Saturday, rode straight through the night until six a.m. the next morning, and grabbed about 30 minutes of sleep. At 7:30, we mounted back up and rode to the finish, at three in the afternoon on Sunday. It was over 20 hours of riding. I couldn't begin to estimate how many miles it was; that was the furthest thing from my mind. All that mattered was survival. I had never really ridden at night like that, and it was all extreme—frozen ground, studded tires, ice, mud and water.

"Aside from that, I think the Blackwater 100, back in 1984, the year I won it, was a real memorable race. That was when I was just coming up through the ranks, and having my father there, to see me win it, was a



Kevin Hines, a confident maniac.

big plus, and a thing I'll never forget.

"I enjoy riding with my friend, Dr. Jay Dembro a lot. We have a lot of fun, and he has more determination than anybody else I know. We rode mountain bikes across Guatemala last year and he wouldn't quit. You could shoot him off that bike and his legs would keep pumping! We have extremely good times riding together, and he's a lot of fun.

"Of all time, I would have to say the 1984 Husky 400WR was my favorite bike, the first year they water-cooled them. Mike Melton and I got the first two in the country, and I think we went on to win every race we entered them in, for the next year or so! It was constant win, win, win on those bike, and I don't know why. If you look at it scientifically, they weren't real good bikes, but there was a lot of down-to-earth enduro engineering in the 400WR; it was a bike built for enduros. I also have to say that after my first race on the RMX last weekend, I'm thoroughly impressed with the Suzuki. But time will tell...."

JEFF RUSSELL

Fourth place in 1990 National Enduros, Third in National Hare Scrambles, Second in National Cross Country Series:

My best ride was when I was out in Colorado last summer and got to go riding with Malcolm Smith and some of his friends. We went on some fantastic trails that went forever and saw some of the most gorgeous scenery I've ever seen. Just riding with Malcolm Smith made it my most memorable ride.

"I'd have to say that Terry Cunningham is the guy I like to ride with the most, and who's had the biggest influence on me. He got me started racing and taught me an awful lot. People who see him at races may think he's pretty intense, but when we go trail riding I don't know anybody who

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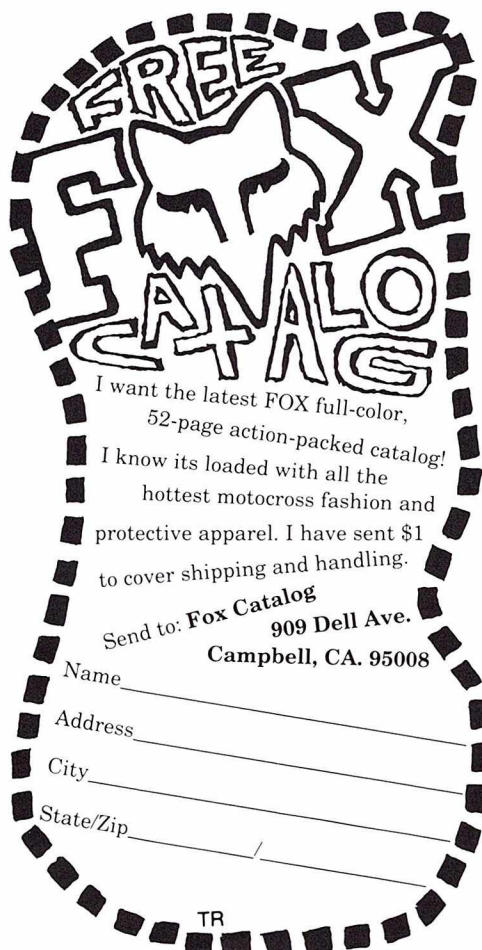


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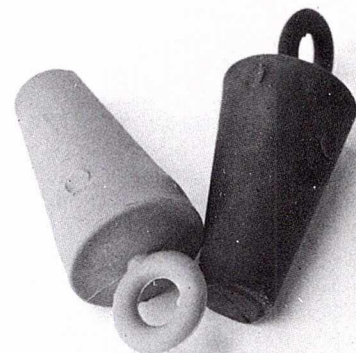


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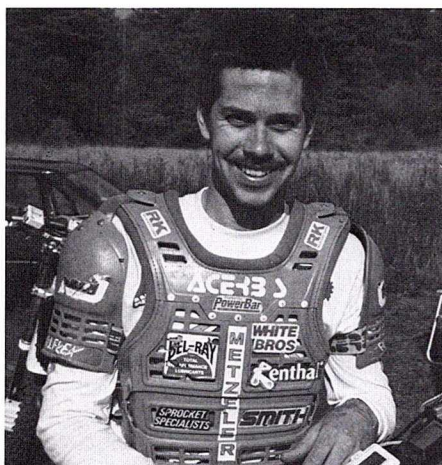
can have more fun on a bike than Terry.

"Definitely, my favorite bike is my '90 YZ250 WR. Every year I ask myself 'How can these things get any better?,' and every year they find ways to improve them. I used to ride Huskys, and looking back, it's hard to believe how far bikes have come."

RANDY HAWKINS

1990 National Enduro Champion:

One of my most memorable rides was the Idaho Qualifier a few years back when I rode the dame row as Charlie Halcomb and Tom Webb. Riding with them was a...well, it was a unique experience. By the end of the event everyone was calling the three of us 'The Three Amigos' for some strange reason. That was definitely a race experience to remember.



Randy Hawkins, dressed to rip.

"Dale Stefall is my mechanic, and more important, my friend, and he's probably my favorite person to ride with. He's always a joy to ride with, and guaranteed to make any ride a lot of fun.

"My favorite bike has to be the Suzuki RMX, and I'm not saying that because I ride for them. For me, the way I ride, the way I do things, the RMX is just about perfect. And that's what counts...to match your riding skills and style to the right bike."

DAN ANDERSON

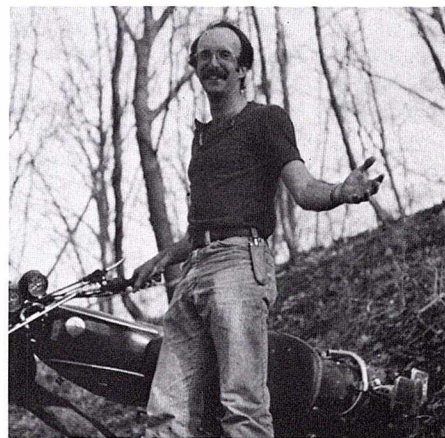
Balding, Bespectacled "B" Class Hare Scrambles rider and Freelance Writer:

My most important ride was about five years ago, the day after Thanksgiving. For various reasons I had lost all my old riding partners and was about to give up dirt riding. I was depressed and decided to go for a trail ride by myself, and it turned into one of those magic rides that makes you glad to be alive and on a dirt bike. I just cruised the trails, breathed the cold air of early winter, and rediscovered all the reasons for riding dirt bikes. I keep the memory of that ride tucked away in the back of my mind for those times when I start to take life too seriously.

"My favorite riding partners are two AA riders who let me tag along behind them on trail rides, Gary Barber and Tony Vignaroli. Somebody

once said 'you have to ride with fast guys to go fast,' and riding with those guys has improved my riding one hundred percent. These guys may go for blood when it's race-time, but when we're play riding they're into serious fun. Now that I think about it, I think that's why they let me tag along... I'm their comic relief.

"My most memorable bike was a 1975 XL350 Honda that I stripped down for 'serious' dirt riding. It was unbelievably heavy and handled



Dan Anderson, American as Iowa corn.

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like a freight train, but it was as good as the Yamaha DT250s and Kawasaki Bighorns all my friends were riding at the time. Maybe it wasn't the bike as much as the time and the circumstances, but I had more fun jumping road ditches with that bike than I ever had in any race I entered. That bike bit me every time I rode it, and cost me a fortune in bent handlebars, but it taught me how much fun you can have on a motorcycle."

PAUL CLIPPER

Ex-Racer, Lover of Type, Computer Geek and Trail Rider of All Two-Wheeled Vehicles:

I've ridden so many strange and wonderful places, I have trouble keeping straight all the places I *did* ride, and all the places I've *dreamed* of riding. Still, two rides are etched in my memory. The first happened 'way back in 1980. I flew up to Washington State and met with a group of guys working for the Washington State Department of Natural Resources—Joe Wernex, Don Rhodes, Terry Graham, and a few other guys whose names escape me. We spent three or four days hopping around the state, riding first in the Capitol Forest in Olympia on day, then driving to the Wenatchee National Forest and riding there the next three days in a variety of different areas. I had been newly living in Los Angeles, and the green forests and huge trees mesmerized me. We also rode some single-track trails that went on for 20 or more miles, and every foot of it was beautiful. It was some of the best riding I've ever done, and I hope to get back there some day.

"The second most memorable ride was three years ago, in the Incas Rally in Peru. Bill Berroth, Heinz Kinigadner and I left Lake Titicaca at 5:30 in the morning and rode 300 miles right over the spine of the Andes into

Cusco, arriving at about 6:00 p.m. It was freezing cold in the morning, and by mid-day we were burning up, riding over 18,000-foot passes. The bike ran horribly, I didn't have enough water to drink with me, and the altitude made my body feel like it had been run over by a truck. It was all slippery, rocky, dusty fire roads, and not a lot of fun, but images of unreal scenery and bizarre places and things keep popping back into my head. It was a truly unforgettable experience.

"My favorite riding partner, although we don't get together any more, would have to be Tom Webb, current Editor of *Dirt Rider* magazine. Tom and I rode almost daily, it seems, back when we both worked at *Dirt Bike*, and we had some wild times. We used to enter family enduros in the desert, ride together, and sign up for everything possible. It wasn't unusual for him to win the overall, me to win my class, the two of us to win the Two-Man Team trophy, and also to win Three-Man Team along with somebody else, usually Jon Miller. It was a hoot!

"This is such a weird business...I've probably ridden four or five hundred motorcycles, and to pick a favorite is rough. So I'll pick three. My first 125 Penton was like dying and going to heaven. I never knew a bike could handle that good! Also, believe it or not, the 360 Bultaco Frontera I rode in Washington etched into my mind an image of the perfect trail bike, that to this day I still subconsciously compare every other bike with. Third, I had a much modified Kawasaki KDX175, in 1983 or '84, that fit me like a second skin and ran like a monster for a year and a half with no maintenance. I think I won my class in every event

I entered on that bike. That KDX convinced me that Kawasaki had built one of the best dirt bikes of all time, and after ten years of production I still think KDXs are the best trail bikes—for the money—ever made. *See*



Paul Clipper, 17,000 feet and whining.



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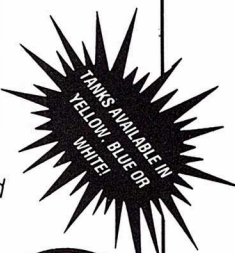
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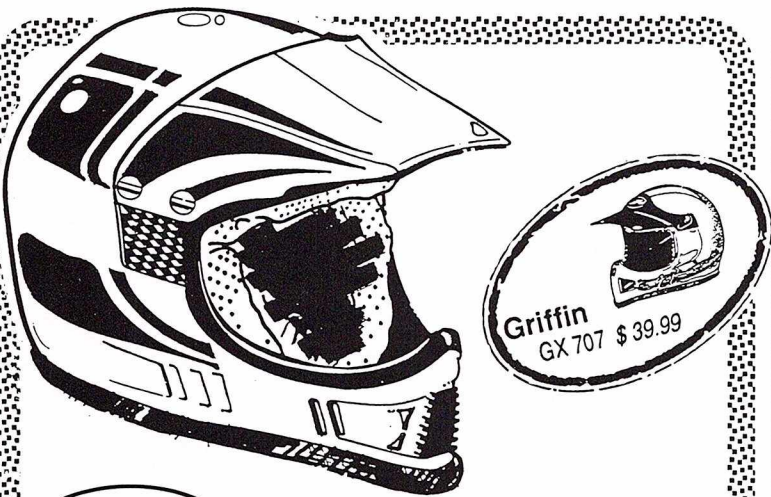


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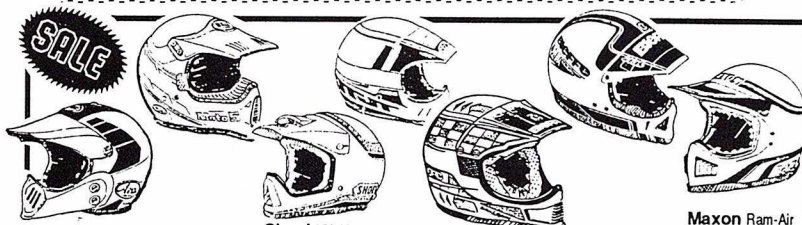
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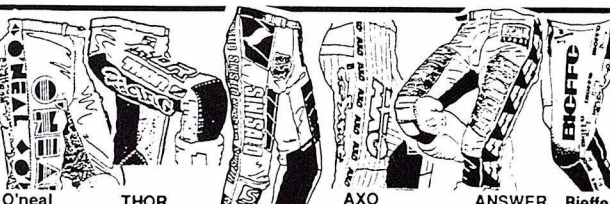
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The guy in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week. Then, to get away from it all, he goes racing on the weekends. He qualified and competed in the 1990 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a type-writer jockey.

You could call him the fastest off-road racing journalist in America. But at *Dirt Rider*, we're not so easily impressed.

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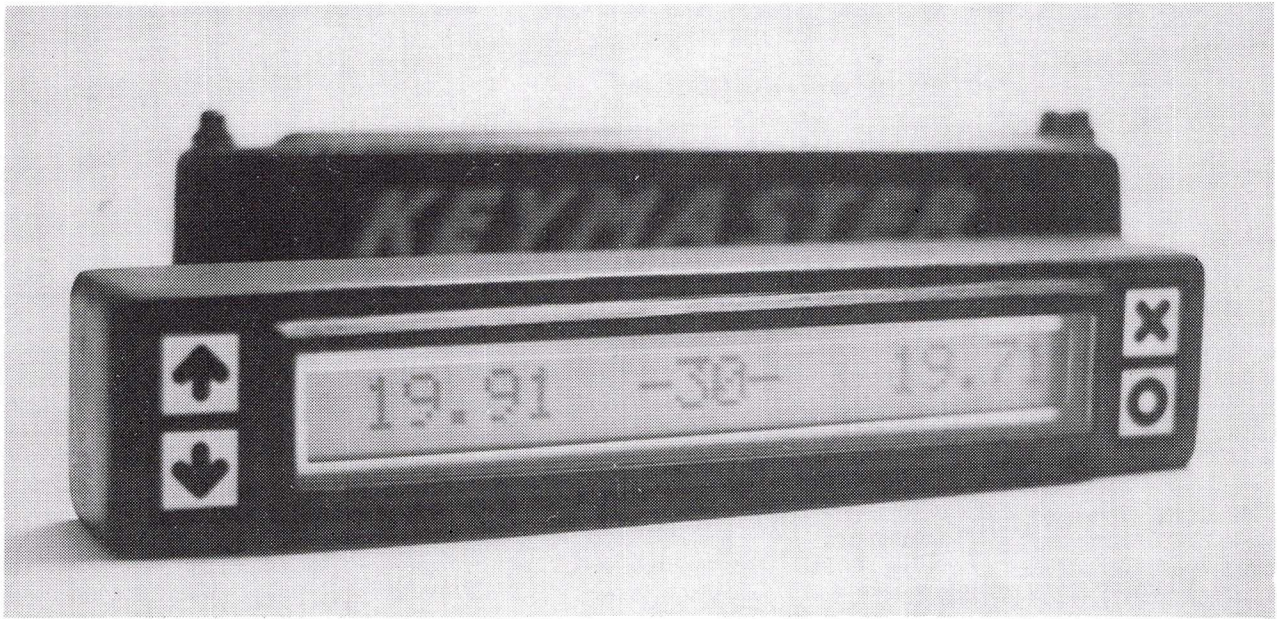
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By Dan Nicoloff

Dansville, NY 12/90

Brae Burn Recreational Center in Dansville was the site of the 1990 District 4 Enduro Banquet. Awards and prizes were plentiful, the buffet dinner had a wide variety to satisfy everyone.

There was a social hour which included an excellent video covering all of the 1990 D-4 enduros. I know more than one rider was excited to see themselves on TV. Thanks to Tom Himes and his wife for putting the video together. Tom, next year bring more copies!

After dinner, U.S. Six Days Junior World Team member and D-4 hero Steve Hatch shared his experiences about Sweden in 1990. Steve's recount of the ISDE proved both interesting and inspirational. Thanks, Steve, for sharing your dream with all of us.

Following Steve's talk were the awards presentations. Grand

Champion went to Ray Davis; congratulations, Ray, on a fine season. High Point A went to Paul Kessel. Paul and Ray fought tooth and nail

throughout the series with the last race of the season deciding the final outcome. John Oechsle Jr., one of the three Oechsles to go home with a trophy, earned High Point B honors with an impressive six wins. High Point C went to Marshall Shunk.

Other class winners included: A Senior, Joe Noto; A +30, Tom Himes; B Senior, Lou Vardabash; B +30, Dennis Himes; and Senior, Bob Young.

In between class awards, Chairman Ray Goulet gave away great door prizes. Ray Personally called over 300 businesses to get these prizes, and there were enough to allow everyone two chances of winning! Many of the prizes covered the cost of the banquet tickets, so everybody went home happy. Great job, Ray!

Thanks to everyone who helped and participated in the District 4 Enduro Championship. We're looking forward to '91!

1990 District 4 Enduro Championship

Ray Davis

Grand Champion

Paul Kessel

High Point A

John Oechsle Jr.

High Point B

Marshall Shunk

High Point C

A Class

1. Rich Dool
2. Ron Walf
3. Marty Crippen
4. Brian Russell
5. Steve Hatch
6. Hank Tarr
7. Roy Duffy
8. Dan Rock
9. Jim Geise
10. Craig Seely

B Class

1. Tim Wizeman
2. Dan Van Skiver

3. Dave Faery
4. Bill Wade
5. Tim Moore
6. Dave Wagner
7. Mark Van Vorce
8. Dave Ackler
9. Todd Albrecht
10. Steve Darcengel

C Class

1. Davin Measic
2. Shawn Mowry
3. Steve Oechsle
4. Dave Erway
5. Mike Eddy
6. Jeff Gizowski
7. Bob Kirkendall
8. Bob Hart
9. Joe Mallory
10. Jack Kellam

A Senior

1. Joe Noto
2. Ray Goulet
3. Gary Bulman

A +30

1. Tom Himes

2. Dave Lunden
3. Andy Van Camp
4. Stan Pond
5. Terry Bulman
6. Mike Doyle
7. Eric Knuth

Super Senior

1. Bob Young
2. Ken Pellor
3. Bill Strickland
4. Fred Hammond

B Senior

1. Lou Vardabash
2. John Oechsle Sr.
3. Jack Shuffstall
4. Fred Schrantz
5. Mike Dixon
6. James Gizowski
7. George Marrer
8. Lee Johnson

B +30

1. Dennis Himes
2. Roger Butterfield
3. Gregg Carrigan
4. Dave DeKay

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- MAR:** Copper Canyon Easter Trail Ride Dep. El Paso, TX, Sunday 24th—Ret. Saturday 30th
- APR:** OPEN FOR CUSTOM GROUP OR CLUB RIDE. CALL FOR INFORMATION.

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- MAY:** Monterrey Memorial Day Trail Ride Dep. Laredo, TX, Saturday 26th—Return Saturday June 1
- JUN:** Father's Day Copper Canyon Trail Ride Dep. El Paso, TX, Sunday 16th—Ret. Saturday 22nd
- JUL:** Monterrey Sierra Madre Road Tour Dep. Laredo, TX, Monday 1st—Return July 5th
- AUG:** OPEN FOR CUSTOM GROUP OR CLUB RIDE. CALL FOR INFORMATION.
- SEP:** Copper Canyon Labor Day Trail Ride Dep. El Paso, TX, Sunday 1st—Ret. Saturday 7th

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1990 KTM 300 E/XC KIT

One man's tribulations on the path to the Perfect KTM

By Vince Vredenburg

Here at TR, we've been telling you that you have to work on a bike in order to get it to work right for your kind of riding...really, we've been nagging about it for years. There are very few bikes that arrive here on the east coast that are actually set up to work correctly, out of the box, and Vince's 300 was no exception.

Vince was one of the first buyers of last year's KTM 300E/XC, a brand- new model for the Austrian company. In the course of the year, Vince found out all the nagging problems that curse a bike company with a new model, and torment the owners of those bikes. KTM is not alone with the new model problems they've suffered; every manufacturer has teething problems, but you rarely hear about them. What follows is an edited compilation of Vince's shop diary on the 300, and the steps he went through to fix it. We'll add here that not all 1990 300 E/XC owners experienced this kind of grief; it seemed to be limited to the first few shipments of bikes to land in the U.S.

It is the middle of March 1990, and I just picked up my shiny new KTM 300 E/XC. It's beautiful. I love it! How was I to know at the time that this would turn into a love/hate relationship?

It was geared for desert racing, making it a man-killer in the woods. OK, so I'll go down a couple of teeth on the front sprocket. Done. The mighty 300 has so much hard-hitting power (when and if you can get the carb to clean out) that it breaks traction on anything short of a drag strip. No problem. We'll fix'er.

By now I am beginning to realize that I have a lot of work to do if I am ever going to get this bike to work the way that I want it to work. I like low gearing, smooth power, and plenty of torque. I have had the KTM for about a month and have not been able to jet it so it will run on a clean two stroke cycle. I now own an amazing collection of jets that don't work. I want this bike

to pull strong from dead bottom rpm with smooth strong torque. To this end I have purchased a Dyno Port exhaust pipe.

The suspension is bad. It is bouncing me off the trail and into the nearest tree. The initial travel is so harsh that it turns my hands and arms to mush in no time. It'll take more parts before this off- road kit is fully assembled. A few more pieces are in order:

1. Moose flywheel.
2. Boyesen reeds
3. A reed block spacer.
4. Re-valve the suspension.
5. More jets.

30 April 1990. Yesterday I switched carburetors with Bill (Bill has a 250 E/XC and is a good friend), and my bike ran good for the first time. Then we switched all the jets from his carburetor to mine and the bike ran pretty well. Now all I have to do is install all the same jets in my bike. UPS should deliver them today.

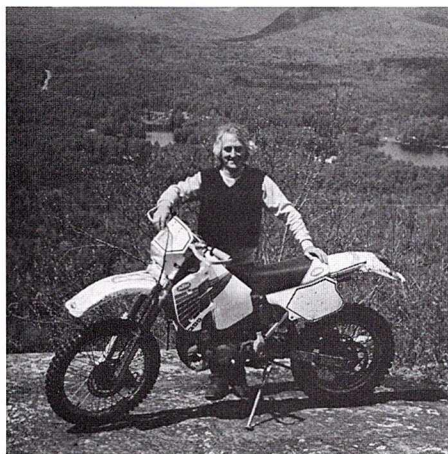
1 May 1990. I installed the new jets - 62 pilot - 195 main and a new EKG needle with the clip in the second slot up. The bike runs stronger than ever, but still blubbers at the very bottom end. I am going to put in a 60 pilot jet and see what happens.

7 May 1990. I put the 60 pilot jet in and rode the bike 54 miles in the Adirondacks. It blubbed the whole time at low rpm. The plug is almost black, but it is dry in the center. The bike stalls in tight places.

9 May 1990. I shipped the suspension to White Brothers and the fly wheel to Moose Racing today (\$78 in shipping charges).

13 May 1990. Sunday—It is raining too hard to ride today, so I am going to try to find something to make a reed cage spacer out of. Later: my cousin Smitty gave me some quarter-inch aluminum.

22 May 1990. I have the mighty 300 E/XC Kit back together with the reed cage spacer that I made of 1/4 inch aluminum (two pieces, for a total of 1/2 inch), Boyesen reeds (\$30), the Moose modified flywheel (\$130), the Dyno Port exhaust pipe (\$184) and the White Brothers modified suspension (\$377.35) It rained all weekend, so I have not started the bike yet. I hope to ride it Thursday afternoon at CATRA-land.



Vince and machine perched atop Prospect Mountain in the Adirondacks. It was a long haul to the top....

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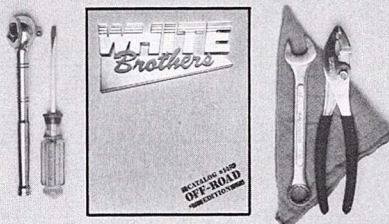


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"When I switched to the carb off my buddy's 250, I finally had an engine that didn't detonate. After a lot of creative jetting, I think I have it close."

24 May 1990. It is Thursday. I got to CATRALand about 3:45 this afternoon. I fired up the mighty E/XC Kit with one kick at 4 p.m. and headed out on an easy trail. It blubbered at trail speeds. Back at the van I yanked the carb off and put the fattest needle in that I have (fatter is supposed to be leaner). On the trail again, it is blubbering worse than before. The plug is black and oily. Yank the carb, put the EKG needle back in, the clip in the top notch (leanest setting). Back on the trail. Holy cow! The thing is running great for the first time since I have owned it! Back at the van I pull the plug and it is dark brown(almost black) and it is dry. Great!

Now I can enjoy riding my new KTM 300 E/XC Kit.

I will continue to make small adjustments until the bike runs perfectly. The jetting is now: Main jet 195, Pilot jet 60, Needle EKG with the clip in the top notch. I have to get the idle adjusted so it's smooth—maybe the air screw, or the pilot jet. The slide may have to be changed to get everything synchronized.

27 May 1990. I rode at CATRALand all afternoon. The mighty E/XC ran real well. It pulls good from low rpm, it goes up hills smoothly, and it does not stall easily. Going through slippery rock sections and up rough, low traction

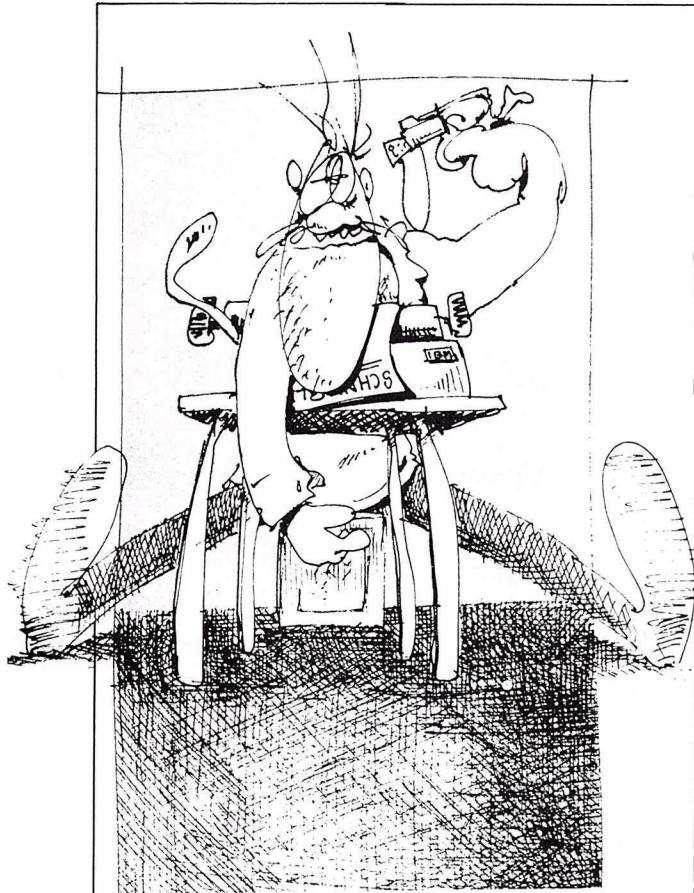
hills is much smoother and easier. It's now necessary to get on the brakes sooner going into corners because the fly wheel does not let the engine slow down as quickly. Coming out of corners is smoother and you are less likely to spin the back wheel.

White Brothers did a good job on the suspension. It's smooth on stony roads and trails, but still soaks up big hits without bottoming. It tracks well and steers excellent. I notice that on fast, tight trails I can take the inside line while others are going to the outside. The back does not hop while climbing hills over rough new terrain with leaves, logs, rocks and other debris. It just goes. You can ride right around a rider stuck on a hill in front of you. No problem. The good low end helps here too.

2 June 1990. I just pulled my back wheel to check the brake pads. They are gone. One is ground into the metal, the other has a 1/6 inch left. There is less than 200 miles on this bike.

The speedometer drive broke a week ago. I have tried to get KTM to replace it. They tell me that it is supposed to be cleaned and greased every 50 miles. Is this ridiculous or what? Anyway, it did not break because of neglect, it is simply junk. The retail price is \$55.00 I refuse to buy another junk odometer drive from KTM.

In August, the kickstart pawls on all the local E/XC's started to break. Bob Young's was the first to go. The next one was Bill Durivage's. Bob broke down during a hare scramble, and ground up some gears and bearings. Bill caught on real fast and tore his down before it came to a grinding halt. It had already broken and



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"I spent a lot of money on the suspension, but White Brothers really took care of me. The forks were perfect when they came back; the shock works great, too."

ground up the bearing, but the rest of the tranny was ok. Bill called me and told me to park the mighty 300 until we tore it down to evaluate the damage. I did.

When we tore it down, the pawl was broken and had eaten the bearing. The bearing is a junky looking thing with a split plastic housing. Only two thirds of the pawl contacts the surface of the starting gear, and of that two thirds, there is a large slot cut into it for the spring and a hole drilled laterally through it, leaving a hollow shell with very thin wall thickness. Of course, this is

"The mighty 300 was going good until I finally cooked the piston in February. I'll fix it, but will I keep the bike? I'm not sure."



going to collapse into little pieces—and the pieces go through the transmission ripping everything to bits.

KTM was very generous. They replaced the faulty pawl with what they called a completely redesigned pawl and bearing. What it turned out to be was the same junky bearing, and they drove a pin into the hole in the same junky pawl to keep it from collapsing.

Come on, are we talking cheap here or what? These are \$4,200 machines—\$5,000 by the time you get it set up. Get with the program, KTM!

29 Jan 1991. I just got off the phone with the local KTM dealer. He tells me that I now have the opportunity to purchase some updated parts from KTM, namely some new and improved kick start parts (\$70) and an ignition update to improve engine performance with the low grade gas that is available. This is supposed to improve low end performance also. This

does seem a bargain at only \$30.

I ordered all of it. Hey, Why not? What the hell, maybe I'll get this KTM Kit built yet. When I went to install the new kickstart mechanism (from the 1991, and very substantial looking—I think this will be the end of the problem), I found that the updated kickstart pawl I'd installed was also broken. I'd suggest that everybody with the "updated" reinforced pawl check it before it, too, breaks.

By the way, if you have not been keeping score, the total cost of modifications and repairs cost me about \$915. And I still do not have an odometer.

2 February 1991. Late breaking news! I was towed out of the woods for the first time in twenty five years. The other time I drowned my early sixties Greeves.

Although the mighty 300 runs strong, it has always made a lot of pinging and banging noises. Kind of like my old IT 465. I guess it is

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caused by the faulty ignition coil timing. Whatever the cause, I am in the market for a new piston and rings. The piston melted on either side of the exhaust port.

Bob Young's Theory:

KTM's problem: Ace KTM racers are being beaten by modified Japanese motocrossers. KTM's solution: Build a modified Jap motocrosser. KTM's desire to building a winning race bike compromises the trail riding qualities of EXC's. Bob would like to see a gear box and flywheel like in the old 350's and suspension tuned for woods riding on enduro bikes. Bob feels that in spite of the problems, the E/XC is still the best bike he has ever had.

To sum up: The E/XC's are a hi-tech race bike, designed for expert riders. If you are not an expert, you will probably have to de-tune the bike to get it to go slow enough so you can ride it in the woods. Being a new model, there were several design flaws in them that were difficult and expensive to overcome. Plus, there were some flaws, like overheating, extremely bad carburetion, the bad ignition timing, poor suspension valving, stupidly designed kickstart mechanism, and KTM's perennial junk odometer drive, that should never have gotten off of the drawing board.

Fortunately, in 1991 the majority of these problems were solved. There is a completely new kickstart mechanism, new carburetion, a new ignition coil, and a revvalved suspension system. The odometer drive appears to be the same.

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By Paul Clipper

Mauricetown, NJ 2/24

One thing you can have absolute confidence in is New Jersey weather in the wintertime. You can rest assured that it will do whatever it darn well pleases, forget what the weatherman says; and especially forget what it did yesterday. As a matter of fact, you can say the same about

\$10 entry fee you got a route sheet for the event, all the pancakes, sausages, and coffee you could swill down, free hot dogs and chili afterwards, and even a prize drawing. Man! If you had a layout like that every day, the cost of living would go way down!

The happiest riders of the day were the ones wearing plenty of clothes. One basic, major difference between a trail ride, turkey run, or enduro and the average dual sport run is that the latter is a whole lot easier than the formers. You can expect mostly road in a dual sport, and that's road at the speed limit. Even on a sunny morning in February, 45 miles per



Nothing like trying to start a cold bike on a frigid morning. Soon after this the photographer's camera froze, and prevented him from recording the rest of the event.

weather in the Garden State every part of the year, not just winter. We long ago stop listening to weathermen in this state, and they're only still on the nightly news due to union regulations.

Regardless of the near-60 degree weather the day before the first ever Beehive Dual Sport, when the morning of the ride came around it was taking its sweet time about climbing above freezing. When we arrived at the Mauricetown Gun Club it wasn't frosty out, but it was raw and cold, just the kind of day that reminds you that yes, it's still winter, and no, it's not quite time for Daytona yet.

The ground was still frozen. That was obvious on the way into the gun club, but with some of us that important little fact didn't linger in the brain very long. Inside was warmth, free coffee, and an actual free breakfast, courtesy of the sponsoring Competition Dirt Riders club. For your

hour in 30-degree temperatures is like having the skin peeled right off your face!

Suitably masked, bundled, and insulated, we set forth on a journey through the small towns and state game lands down in the far bottom of the state. Mostly we ran the dirt roads in the Fish and Game woods, and I asked trail boss Gene Jost afterwards why he didn't run us down to the bay for a more scenic tour. "Be all right if you didn't mind riding down five miles of dirt road with marsh and reeds on both sides, just to look at a couple of shacks and then turn around and go out on the same road!"

Hey, you take your scenery where you can get it. I would have made the ride, but I could easily see his point. Most folks don't know that South Jersey doesn't *end* at the Delaware Bay so much as *dissolve* into it. The first hundred feet of salt marsh look pretty much like the next ten miles, even to the most enthusiastic tourist.

So we ran the farm country and dirt roads; I recognized some of the roads from the easiest sections of the Beehive Enduro. I didn't recognize one spot as being thawed for the first few millimeters of depth, though, and spun the Suzuki at about 30 miles an hour on the edge of a farmer's field. The resulting face-plant left a tell-tale swath through the weeds and a bruise the size of a cantaloupe on my left thigh, but I was outta there before too much ego bruising occurred!

CDR only had about 26 riders come out for their first dual sport, but it

takes a brave soul to challenge whatever weather may happen in the tail end of February. They did a good job, though, and put together a run well worth riding. We were certainly fed well, that's for sure. They're going to do it again in June, on the 16th, and they hope to get a decent crowd. If you've got a dual sport bike (and if you have any kind of ratty old street-legal dual purpose bike, you've got a *dual sport* bike) c'mon out and give it a try. Just don't be starting a new diet that day.

* * *

The schedules here on the east coast are packed with dual sport rides this year, at least, compared to last year. The ECEA clubs will be hosting six more: on June 6, the South Penn Enduro Riders will take a ride, and then on June 16 CDR will go again. Two weeks later, on June 30, Meteor will host their third annual Sandy Lane Dual Sport ride. September, the Ocean County Competition Riders have an event on the schedule, on Sept. 8; then the Northern Virginia Trail Riders do it on the 13th of October. The very next weekend, October 20, Ithaca Dirt Riders will host a dual sport ride in New York.

NETRA also has some very worthy dual sport rides planned, most notably the Leon Dube Two-Day dual sport on the 8th and 9th of June. It should be a real nice ride, all over southern New Hampshire. On August 8th, you'll be able to ride the Berkshire Dual Sport in Massachusetts, and then the second Cape Cod Dual Sport will happen on the 20th of October.

One other that comes to mind is the Blackwater 200 dual sport ride, hosted by none other than Dave Coombs. That's on June 8th and 9th, conflicting with the Leon Dube, but perfect for riders too far west or south for a trip to New Hampshire. Just remember to bring knobbies to the Blackwater Dual Sport....

Keep an eye on the news columns in the front of this mag, and we'll let you know when the dates are coming up.

The point is, the time has never been better for owning a dual sport bike. We can tell you how much fun it is all day long, but here you go—a whole schedule of neat rides! What more could you ask for?

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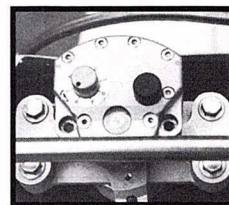
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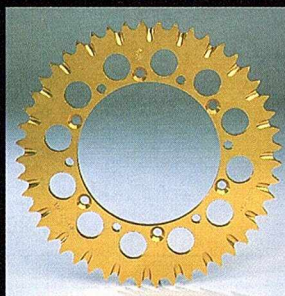
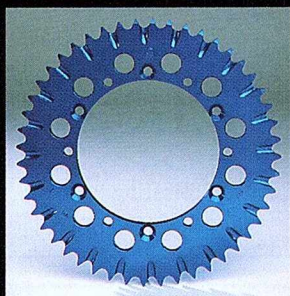
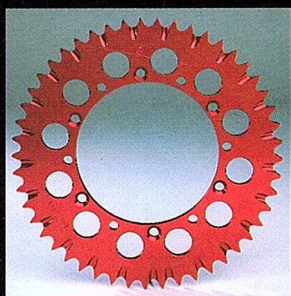
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Notes from Trail Boss Jerry Shinner:

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2. The course is as easy as I can make it, given the weather and terrain.
3. There will be a known check at the gas stop to allow for catching up time.
4. Late limit is adjustable to conditions.
5. Last year, High Point was 5 points; 99 percent finishers!

No enduro test necessary—all riders welcome!

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LIABILITY WAIVER

NAME _____ **AGE** _____

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PHONE _____

NETRA MEMBERSHIP NUMBER _____

ABILITY CLASS (CIRCLE ONE): **A** **B** **C** **AA**

DISPLACEMENT OR OTHER CLASS YOU ARE ENTERING: **4-S** **W** **S** **SS** **GS**

MAKE OF BIKE: _____

EVENT: _____ **DATE:** _____

ORGANIZER: _____

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

SIGNATURE _____

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) _____

_____, SS _____, 198 _____

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC _____

Ridge Riders Motorcycle Club

PRESENTS

RIDGE RUN XXII

1988 & 1989 ECEA ENDURO OF THE YEAR

May 12, 1991

Keytime 8:00 A.M.

Start: Northern New Jersey. Take Route 80 to Route 206 north to Waterloo Road. Follow arrows to start. Sign-up will be open Saturday from 3:00 P.M. until dark, and Sunday at 6:00 A.M.

Entry Fee: Motorcycle club members \$21 Pre-entry, \$25 Post-entry. **Non-motorcycle club members \$31 Pre-Entry, \$35 Post-entry.** Ridge Riders M.C. feels that off-road motorcyclists should work towards the perpetuation of our sport and can best do so by being a member of a club—hence the dual entry fee, as an encouragement to join a club! **CLUB MEMBERS: BRING YOUR MEMBERSHIP CARD OR CLUB ROSTER.**

Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders
c/o Town & Country Cycle Center
100 Main Street
Sussex, NJ 07461

All entrants must be 18 years old or older. Riders will be required to sign a waiver and release at the event.

Starting Position: Will be determined by a real drawing on May 2, 1991. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C rider entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: All riders must have a valid motorcycle license. All bikes must have a license plate and firmly attached spark arrestor. There will be a tech inspection Saturday afternoon and Sunday morning. All entrants must have a valid AMA card and ECEA enduro license. ECEA license may be obtained only on Saturday, there is no fee. Holders of NETRA or other association cards will be issued a comparable ECEA card. New riders must check "C" class on entry.

Camping: Available free at start grounds May 11 and May 12. There is no water or hookups available.

Food: Food will be offered by local Boy Scout troops on Saturday afternoon, with breakfast and lunch on Sunday.

Course: The course will consist of typical North Jersey trail, with 18 and 24 mph sections. Land is hard to keep for this event, so PLEASE no riding before or after the event. We have permission to use the land for one day only.

Swap Meet: Don't miss the annual swap meet for motorcycle-related items, Saturday May 11 at the start grounds

Information: Call Eric Koeller at (201)875-2111

NO PIT RACING WHATSOEVER OR YOU WILL BE DISQUALIFIED!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

- ☐ AA ☐ A ☐ B ☐ C
☐ Senior (40+) ☐ Super Senior (50+)
☐ Four Stroke ☐ Women ☐ Veteran (30+)

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

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Sorry, no riders under 18

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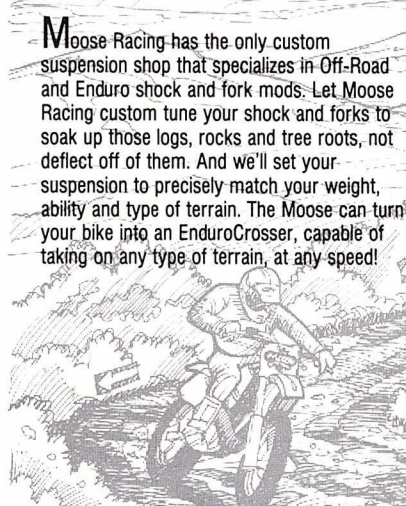

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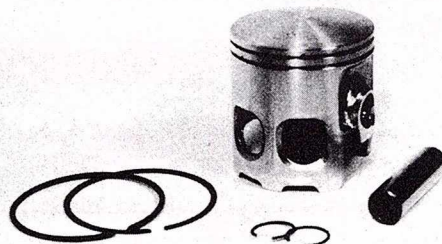
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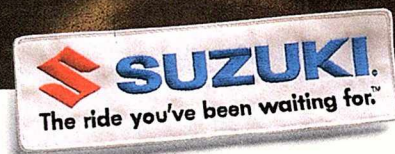
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